



The Hongkong Telegraph.

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REUTERS' TELEGRAMS.

PHOSPHATE DEPOSITS.

IMPORTANT DEBATE IN PARLIAMENT.

London, June 18.
In the House of Commons, on the second reading of the Bill to confirm an agreement between the Imperial, the Australian and the New Zealand Governments to purchase for £3,500,000 the rights of the Pacific Phosphate Company to the phosphate deposits in the island of Nauru and Ocean Island in the South Pacific, for which Great Britain has been given the mandate, Colonel Leslie Wilson pointed out that there were 100,000,000 tons of phosphate at Nauru. He opined there would be no difficulty in maintaining an output of 500,000 tons yearly at a cost enabling Australasia to obtain phosphate at £1 a ton cheaper than at present, while providing repayment of capital and interest. Britain also would benefit, though to a less extent. He was convinced that there was never a sounder investment for the rejuvenation of our land, the demand for which must inevitably increase in the future.
Capt. the Hon. Ormsby Gore moved the rejection of the measure, on the ground that the Bill conflicted with the Articles of the Covenant of the League of Nations with regard to the open door. He said it was proposed to establish an irresponsible administration at Nauru and a gigantic State monopoly. He asked whether this principle would apply also to Mesopotamian oil and said it would be a gross violation of our whole Imperial system to confine the mandate to some self-governing Dominions and the Mother Country while excluding other parts of the Empire.
Lord Robert Cecil said the Bill was absolutely inconsistent with Article 22 of the League of Nations Covenant. It would give a handle to our enemies throughout the world and it would be impossible for us subsequently to insist on the open door.
Mr. Bonar Law emphasised that other parts of the Empire would be consulted before agreement was reached. The sanction of Parliament to the agreement did not preclude the League of Nations from refusing to confirm it. He asked the House to agree and said that the Government proposed to make a fair use of it.

VULCANISING RUBBER.

NEW PROCESS DISCOVERED.

London, June 16.
The Times correspondent at Manchester says a new process of vulcanising rubber has been discovered by Professor Peachey, Lecturer in Chemistry at the Manchester College of Technology, and it is claimed it will have far-reaching effects on the rubber manufacturing industry. The method is cold vulcanising with sulphurated hydrogen and sulphur dioxide, enabling the vulcanisation of mixtures of rubber and waste material, for example sawdust and scraps of leather and paper, which was impossible under the old process.

AMERICAN POLICY.

PLEA FOR A BROAD OUTLOOK.

Washington, June 16.
Mr. Daniels, Secretary of the Navy, in a speech, urged Americans not to listen to selfish provincial plans, renouncing the altruism that sent the American Army overseas.

NEW YORK POLICE INSPECTOR IMPRISONED.

New York, June 16.
Police Inspector Henry has been given an indeterminate sentence of from two to five years' imprisonment with hard labour for perjury.

AMERICA CUP TRIALS.

New York, June 16.
The Resolute defeated the Vanitie.

U. S. MINISTER TO GREECE.

Princeton, June 16.
Mr. Everett Capps, Professor of Greek at Princeton University, has been appointed United States Minister to Greece.

(Other Telegrams on Page 10.)

WIRELESS AT HOME.

£30 RECEIVERS FOR AMATEURS.

The use of private wireless apparatus which was prohibited during the war is now greatly increasing. Wireless societies and clubs have been reconstituted, and all over the country new clubs are being formed, says the Times.
The interest of the amateur in wireless has been greatly stimulated by the possibility of obtaining home wireless sets at a reasonable figure. A wireless receiver which can be installed in the home for about £20, and will take messages from all the principal wireless stations of Europe, was shown recently at a meeting of the Wireless Society of London. This apparatus can be fixed in a box 15in. wide 12in. high and 8in. deep, and for its

required. The amateur to-day has a much more interesting hobby at his disposal than he had before the war. Many of the members of the wireless societies had practical experience of wireless telegraphy during the war. Some of the societies aim at instructing their receiving sets, while at Manchester there is a workshop attached to the club in which members can construct their own apparatus.
During the recent demonstrations at Chelmsford of the possibilities of wireless telephony, when at stated hours for a fortnight the day's news and vocal and instrumental selections were flashed into space, great interest was taken by the members of the wireless societies which had a receiving apparatus. Some of the societies have not yet obtained their apparatus for which a permit has to be obtained from the Postmaster-General, and have therefore turned their attention to buzzer practice, lectures, and discussions.

KOWLOON SNATCHER.

HONGKONG LADY ROBBED.

Characterised by the Police as a daring bit of robbery, a case was heard to-day before the Magistrate (Mr. R. O. Hutchison) in which a Chinese youth was convicted of the crime and smartly sentenced to six months' hard labour and 12 strokes with the birch.
It was stated that Mrs. Witchell, the wife of Mr. Job Witchell, manager of the King Edward Hotel, was on a visit yesterday to a friend who resides at 23, Humphreys Buildings, Kowloon. The thief had followed her into the entrance of the house, and, waiting for a favourable opportunity when she was on the stairs leading to the second floor of the building, he made a sudden dash at Mrs. Witchell and snatched her silver bag from her hand. Mrs. Witchell had a friend with her, Miss Hammea, who very pluckily pursued the thief down the flight of steps and out into the street. Turning into a side lane, the thief found his course cut off by a Chinese coolie, who had come out of the servants' quarters, taking a hand in the chase. The thief turned into a lavatory, where he was cornered by his pursuers and arrested.
The bag contained two \$10 bills, a quantity of loose coins, a silver chain and other articles, the whole, including the bag, being estimated at a value of \$60. The thief had found time to conceal in various places in the lavatory a certain proportion of the money, so that when he was arrested and searched, only \$10 was found on his person. He had also managed to conceal in his shoe the silver chain, while the bag was tucked inside an inner pocket.
A subsequent search conducted by the Police in the lavatory resulted in the recovery of a one dollar bill which was concealed in the wall. Doubtless, he had other money concealed somewhere in the place, but this was not found, and it is surmised that it might have been picked up by other persons who visited the lavatory after the thief was taken to the Police Station.

CHINESE CONSTABLE MURDERED.

AN ACT OF REVENGE.

With seven or eight shots fired on various parts of his body, a Chinese constable was laid low yesterday in the Hospital in a state, but before he expired his statements were taken, which resulted in several arrests being made shortly afterwards.
Apparently the murder was perpetrated from motives of revenge, as it is stated that, in the course of his duties, the unlucky man had incurred the enmity of the ash coolies, who are a very formidable gang and who ply their trade at Samshuipei.

The details of this brutal murder are to the effect that at 9 o'clock last night the deceased constable was walking along a street in Samshuipei, and when he reached a dark locality near the market he was set upon by a number of men, who, being armed with daggers, stabbed him and left him in a pool of blood where the Police later found him in an unconscious state from the numerous wounds he had sustained. Inspector Landman, in charge of the district, was called to the scene of the attack, where he exerted every effort to save the hukong. Two European doctors were sent for, the injured man being brought to the Station in the meantime. It was thought that the man could be better seen to if he were brought over to the Government Civil Hospital, and he was taken in an ambulance to the former establishment at Shamshuipei, but it was too late. The hukong died on the wharf nearly two hours after the attack.

The Police have exerted every effort towards the tracking of the murderers. Some 13 ash coolies are now being held by the Police.

OUR PEKING LETTER.

HARNESSING THE OCEAN.

A BOLD BRITISH SCHEME.

Peking, June 9.
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The plan for harnessing the tides devised by Mr. Lewis Woodhead, of Marcot Mill House, Broadway, Worcestershire, calls for the building of a cheap and efficient wall out in the sea or tidal river, in which turbines are placed. Mr. Woodhead claims that 10-foot turbines would be most economical where suitable, each of which would generate over 50 horsepower, with a foot of water passing through them. The position of such a wall would be 4 to 6 miles from shore. The greatest difficulty, he stated, that has to be overcome is the possibility of obtaining a space 110 by 30 feet on the sea bed dry, but he claims to have discovered a method of insuring this, so that the wall can be well anchored in the sea bed.

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STANDARD BOOTS AGAIN.

ON SALE VERY SOON.

It will be remembered that the Boot Manufacturers' Federation recently formulated a scheme for supplying the British public with good-quality boots and shoes at strictly reasonable prices. This scheme was approved by the Board of Trade after an investigation had been made by the Central Committee appointed under the Profiteering Act into the costs and profits allowed to all sections of the trade under the scheme. The *Shoe and Leather Record*, in its issue of April 23, contains a list of manufacturers who have applied for and been granted licences to use the official stamp by which boots and shoes manufactured under the scheme may be distinguished. In Northampton alone 107 firms of boot and shoe manufacturers are now engaged in turning out these boots and shoes. In the whole country 189 firms, are making them. There is every reason to hope that large quantities of these boots and shoes will be in the hands of retail distributors at no very distant date.
It was not intended to produce a cheap boot under the scheme. A good, reliable, hard-wearing boot is what was aimed at, and the new standard boot will not be noticeably cheaper than the boots in the shops to-day. But it will be made of good leather, and the net profit of the manufacturer will not exceed 5 per cent.

SHANGHAI TENNIS.

THE FINAL ROUND OF THE LADIES' DOUBLES CHAMPIONSHIP WAS PLAYED ON THE COURTS OF THE COUNTRY CLUB, SHANGHAI.

The final round of the Ladies' Doubles Championship was played on the courts of the Country Club, Shanghai, in the presence of well over a hundred spectators, and resulted in a victory for Mrs. C. D. Pearson and Mrs. J. E. Murray over Mrs. J. Elmore and Miss Peterson by two straight sets—6-9, 6-2.

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MARIE TEMPEST.

There was again a large audience at the Theatre Royal last night, when the Marie Tempest Company staged "The Marriage of Kitty." The play, which abounds in humour and clever dialogue, was splendidly presented, all the characters being in most capable hands. Miss Marie Tempest, who was supported by a fine cast of players, brought again, as in very warm and cordial demonstrations of appreciation from the audience.
The all-too-short season ends to-night, when "Outcast" will be produced. This is a play that gives Miss Tempest great scope for acting and it should be witnessed by a bumper house.

THE FUTURE OF INDIA.

INDUSTRIAL AMBITION AMONG THE EDUCATED.

Indications of a transformation in India that will usher in an industrial and scientific age and even tend to root up the caste system, to India, are seen by Sir Alfred Bourne, K.C.I.E., F.R.S., Director of the Indian Institute of Science.
The turning of the educated Brahmins to technical study, has been revealed in the first 10 years of the institution's work and Sir Alfred sees the dawning of a day when the old hard and fast lines of society in India will disappear. The Indians, which at its inception, were almost entirely Brahmins, have now become a melting pot of all the various activities of trade which have formerly been barred to them by the lines of caste. In one case educated Brahmins have entered upon the manufacture of glue, which has always been at the bottom of the list for high caste employment.
"I believe that the Brahmins especially, and other castes of India also, are coming to understand that something is needed in India to furnish employment for the brains of the country," he told a representative of the Times of Ceylon. India needs to produce something beyond the raw material for commerce, and the people of India are entitled to some field for their mental development, in addition to the law and politics. There are many branches of science that are useful industry, especially chemistry, and these are the branches that are being emphasized.
Sir Alfred says that, even though the Indians should enter export trade eventually it could not be regarded as competition for British workmen. In view of the set back to production with the Great Britain has received following the war, the raw materials of India are not so urgently needed in England as they were before the war. To develop these in India, for Indian consumption, at least, is working no hardship and serving great needs of the Empire by furnishing Indians with legitimate activities for brain and energy.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, June 9.
Peking is wildly excited. A coup d'etat is foreboded, and people are already leaving the Chinese city for the foreign hotels or else betaking themselves to the security of Tientsin, while those who have families are transferring them to the Legation Quarter for safety. Indeed, the situation in many respects is not unlike that which preceded Chang Hsun's monarchical movement of three years ago.
The Premier has sent in his fourth resignation, which has not been accepted, and it is expected that the President will issue some kind of mandate encouraging him to keep well and get back to his duties as quickly as possible.
This refusal on the part of the President to accept the resignation is one of the factors in the present situation. It has irritated Marshal Tuan Chih-jui and the members of the Anfu Club who naturally wish to have the office filled by a nominee of their own. Besides they wish the Government to negotiate peace with Tang Shao-yi, Wu Ting-fang, and Sun Yat-sen but the Government wishes to make a complete settlement and to that end is prepared to mediate between the rival elements in the South. As a matter of fact, the Government had made some progress in negotiations with Lu Fung-shan and others and does not wish to satisfy itself by abandoning these at the behest of the group headed by Tang Shao-yi. The split in the South has its counterpart in the North.
Wu Pei-fu's troops make slow progress northward. As is known, their withdrawal from the southern Hunan front was against the wishes of the Cabinet. Obviously the movement was designed to frustrate the plans of Tuan Chih-jui and the Anfu party. Tuan proposed to prevent them from coming too close to the capital, but when this became known Chang Tso-lin threatened to march against Peking, with his merry men from Mukden. Consequently the position is one of stalemate. This is corroborated by the fact that Chang Tso-lin is coming to Peking in a day or two. He would not do so if the situation suggested resort to arms. His presence in the capital may be taken as a fair indication that there will be no coup.

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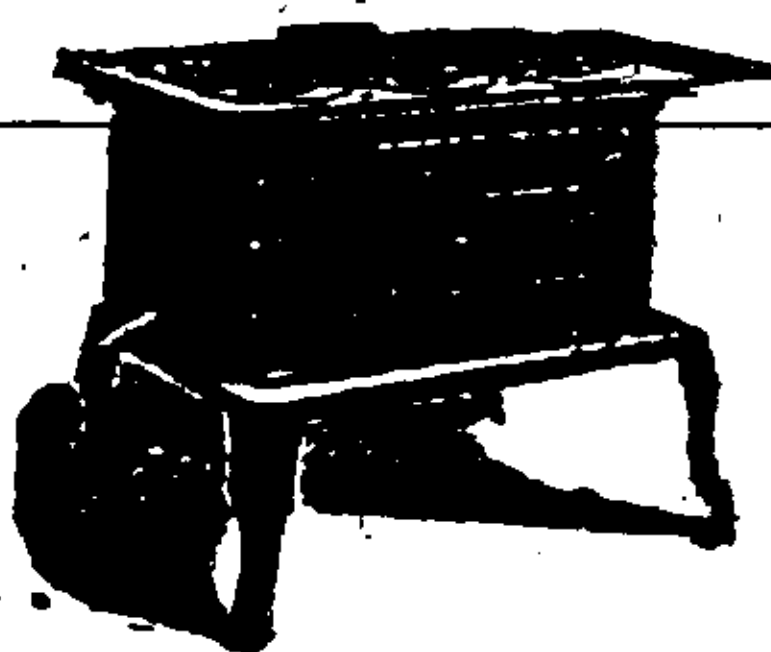
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A TWOPENNY POST.

COROLLARY TO INCREASED
RATES.

Lord Hlyth writes to the Times as follows:—The proposed increase from the pre-war penny to a post-war twopenny rate of postage will have caused great disappointment to large numbers of our population besides myself, who for 30 years was in close cooperation with the late Sir Henniker Heaton in his ceaseless efforts to obtain a cheaper and improved service, particularly at the time when these efforts were directed to procuring a penny throughout the whole British Empire, and—as a stepping-stone to a universal postal rate—to the further extension of this great boon outside our own Empire, commencing with the vast territories of the United States of America, from the Atlantic to the Pacific.

If, however, instead of returning to the magic penny post, as was so reasonably anticipated, a twopenny rate is for the time being to be made at all acceptable, it should most certainly be linked up with a universal postal rate of twopenny, which at least has this to be said in its favour, that generally speaking twopenny to-day corresponds in value to the pre-war penny.

Now, nothing would so fully justify as well as to an extent reconcile our people to this higher twopenny rate as would our making it of world-wide application—not only to all our own Dominions and America, to which of course, our inland rate will continue—but throughout both hemispheres.

It will hardly be denied that a universal cheap post is long overdue. The aspirations of Sir Henniker Heaton, on whom the mantle of Sir Rowland Hill so worthily descended, were strongly in favour of "taking the bull by the horns" and at once fixing the same lowest possible rate all over the globe; while Lord Buxton, representing the Government when Postmaster-General, expressed the intention, after it had been extended to the England-speaking nation of America, of proceeding "step by step," and applying it next to France, with whom we should now surely set an example by adopting any and every means of closer union, in view of her appalling sacrifices in comradeship with ourselves.

Indeed, I recall the keen disappointment of all our French friends, which I have cause to remember as chairman of the Franco-British exhibition, that France, although some 20 times nearer our shores, was not concurrently included with the United States in this first extension of cheap postage outside our own Empire.

Every argument against a world-wide uniformity in the postal rate is confuted by the simple fact that the distance, not only to some of our own Overseas Dominions, but more particularly to America, is immensely greater than to some foreign countries,

notably in Europe, yet with the latter it is really of greater importance at the moment to reopen trade relations.

All students of Post Office statistics will have realized that ever since the introduction of penny postage for the United Kingdom in 1840, each extension of penny postage has, after a short period, always led to a marked and continuous increase in profit. Indeed, notwithstanding the equally courageous reduction of a penny throughout the whole British Empire in 1898, the profit on our postal services, as stated recently by the Chancellor of the Exchequer, has always increased until it reached the highest point of 5½ millions sterling the year previous to the war.

My own contention is that any direct monetary loss due to cheapening the rate of postage—a loss which, after all, is only for the time being—is more than counterbalanced by the certain greater expansion of trade. As, however, this is difficult, if not impossible, to prove, I content myself by supporting the views of many of our wisest counsellors, who hold that not one penny of profit on British postal services should ever again go into the coffers of the State, as has been the invariable custom in the past, but should be applied, if not in further reducing the postage, at least in granting better facilities and in improving the working of the Post Office system.

It may not be possible to induce foreign Governments in favour of lowering their postage to this Kingdom, or such of them as may have felt compelled by war conditions to increase their rates for letters even within their own countries; but whatever others may do, nothing is more essential to our commercial supremacy, and nothing would uplift our national pride more surely, than would the establishment of a universal postal rate of 2d. from the United Kingdom, and, if possible, from all parts of our Empire, to all parts of the globe.

In this way a glorious vista of easy and frequent intercourse would be opened up with the whole civilized world, which would have incalculable advantages for our commerce, and beyond our wildest dreams would multiply the chances of extending our trade everywhere.

It is equally iniquitous and unfriendly that, while we have a cheap postage for a far away country outside our own Empire like the United States, our near neighbours, France and Belgium, who have suffered such appalling sacrifices in comradeship with ourselves, should be outside the pale of the cheaper rate. I am more than ever convinced that, however regrettable may be the doubling of our rate of postage from that of pre-war days, the disadvantage will be no small extent outweighed by a universal 2d. rate which will encourage closer contact with the whole habitable globe, which will ensure us the pre-eminence of business everywhere, which will prove an irresistible incentive to other countries to adopt similar

CHILD WELFARE.

GOODPARENT TO CORRECT
INFLUENCE OF BAD.

Mrs. H. A. L. Fisher, wife of the Minister of Education, was present at a parents' conference in Manchester recently at which the welfare of the child was discussed. A provisional executive committee was formed, whose function it will be to arrange for the election of parents' committees for all the schools of Manchester, and it is proposed later to establish a central committee on which will be representatives of the parents, the teachers, and the education authority.

"My husband, poor man," said Mrs. Fisher in a short address, "cannot do very much by himself as Minister of Education. Driving force is necessary to get an Act of Parliament passed, and these parents' committees can provide that much-needed driving force to help forward measures for the benefit of children."

The conference was followed by a public meeting in the Milton Hall, presided over by Sir C. E. Needham, who said he could not conceive of anything more important than the question of the way in which we dealt with children. Our efforts should be directed to training them on the right lines in regard to everything that made for character and duty. It seemed to him that a test question in all legislation might be: "How will the proposal we are now putting before Parliament affect the children?" If it was for the benefit of the children it would be found to be for the benefit of the State as a whole.

Mrs. H. A. L. Fisher referred to the fine work done by infant welfare centres during the last 20 years, and said she thought we had now got to a point where we could honestly say we knew how to tackle the problem of high infant mortality. We had not yet done all we could in that direction, but the rate was enormously lower than it used to be, and would be lower still if only we would put into practice the knowledge we now possessed. In dealing with that matter it was not enough to begin with the infant; we must start with the mother, and even with the father, too. In most cases the neglect or death of the infant was due to ignorance rather than to any wilful desire to do wrong.

Wholesome, healthy outlets must be created for the emotions and activities of young people as they grew up, and in that connection she would like to see much more use made of really good music. She believed we were a musical nation, but the people were being given too much rubbishy music nowadays. That music, which stimulated the wrong emotions and did positive harm must be ousted by the good music, which could be made so tremendously powerful a force in education.

8,000 GERMANS IN ANTWERP.

Antwerp, April 24.—Notwithstanding the measures taken to prevent German infiltration into Belgium, some 8,000 Germans have obtained permission to reside at Antwerp. Among them are many who, during the German occupation, showed such arrogance that their return has given rise to a veritable campaign against them which has found expression in hostile articles in certain journals. It is not forgotten that these persons had during the war denounced or maltreated Belgians who happened to displease them.

methods for keeping in closer touch with ourselves, and more than anything else will be calculated to make the whole world kin.

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VICE IN THE ARMY.

DEAN OF LINCOLN'S CHARGES.

The sessions of the Convocation of Canterbury were concluded recently at the Church House. The Dean of Lincoln moved in the Lower House: "That this House resolves that it is inconsistent with all principles of moral rule officially to tolerate in any areas within the British Empire disorderly houses for the exploitation of women, and further asks that such places should be put out of bounds where British troops are stationed in foreign lands." He said that some few years ago there was considerable controversy as to what was being allowed in France during the war. He took part in it and he received many remarkable letters from the front, one from N.C.O.'s and men, written in the trenches, and begging him to go on with the matter. That controversy was supposed to be ended by a promise given by the Under-Secretary of War that all these houses should be put out of bounds. He (the Dean) and others had been watchful, but British authority still tolerated this horrible system. The promise made had not been kept. The disorderly houses were still tolerated in Indian cantonments, and were still tolerated in Malta, Gibraltar, Burma, the Straits Settlements, the Federated Malay States, and Hongkong. There were 50 of these houses in Cologne alone. The Dean said he had in his possession evidence from France, Italy, Cairo, and Salonika, and things could not have been worse in Egypt. He would not give details, but all the facts would be made public if they were not listened to by the War Office in the next few months. The Dean referred to the action taken by Lord Plumer, who quickly put his foot on a confidential order giving a list of *maisons closes* which came into the possession of a chaplain. It was the grossest insult to the Army to suppose that the soldier was not open to moral appeals. He concluded by reading a letter from Bishop Wynne, of Khartoum, formerly Deputy-Chaplain-General in France, who declared that the medical authorities, with very few exceptions, had considered fornication to be necessary to an ordinary healthy man. The Bishop urged that the facts and figures should be secured so that this dreadful system should be fought. "We have got them," said the Dean.

Cannon Scott Moncrieff seconded the resolution which was carried, together with a rider, proposed by Cannon Wood, protesting against the system of officially encouraging the use of prophylactics, thus encouraging sin and involving complicity therein.

"SPORTS" WHO ARE NOT SPORTSMEN.

SOLDIER'S IDEA OF BEING ALMOST TETOTAL.

Dr. J. H. Jowett lamented the other day that fiction writers always depicted the teetotaler as a sour individual, who never loved a joke. Army abstainers can tell a different tale. General Lord Horne, who presided recently over a conference of officers and men connected with the Royal Army Temperance Association, held in the Caxton Hall, had a merry gathering. Last year, as he pointed out, the membership increased by over 20,000. Lieutenant-Colonel G. Basil Price, M.D., F.R.C.P., described alcohol as a narcotic drug, which was the great ally of venereal disease. The drinker was robbed of all sense of proportion. He was examining a malarial patient, who confessed he was "practically teetotal." He took a little beer, but it was really nothing. "How much have you had this morning before coming to the clinic?" "Seven pints," he grudgingly admitted. (Laughter.) Captain Frank Starr, well known in the Army as a sportsman, stated that alcohol and sports were enemies. There was as much relationship between the "sport" and the "sportsman," who were miles apart. "Two men in a trench related Captain Starr. One was a sportsman, the other a teetotaler."

WHAT THE PUBLIC READ.

ATMOSPHERE IN JOURNALISM.

Lady Northcliffe, president of the Society of Women Journalists, was in the chair recently at 2, Tudor-street, when the subject "What Editors and Publishers Want" was dealt with by Mr. Herbert Sidney Dark and Mr. Herbert Jenkins. Mrs. E. A. Binstead, hon. secretary of the society, and many well-known women novelists and journalists were present. Lady Northcliffe said she was an impostor for presiding, as she could contribute nothing to the discussion and was as anxious as anybody in the room to hear on what grounds manuscripts were rejected and what editors and publishers wanted. Mr. Dark (editor of John o' London's Weekly) said that outside contributors who sent MSS. to editors did not take enough trouble to study the character of the public to which they were appealing. A number of editors were frightened at any form of newness, but they would often consider an original idea within the scope of the paper it it had behind it the strength of personality. The new journalism, represented by the Northcliffe papers, introduced personality into journalism: any idiot could do a verbatim, but only a vital journalist could make a report of a meeting which, while presenting essentials, escaped dullness by giving atmosphere. Lord Northcliffe had discovered that no one read reports of the old school, with columns of verbatim, but that they would read reports of meetings if they were vitalized by the personality of the man who did them, and could establish a contact between the audience at the meeting and the reader next morning at his breakfast table. "When personality is strong it can create a demand for a particular form of journalistic warfare. There was tragedy and comedy in every house and every room, in the city and the country, if one had the eyes to see it and the news sense to grasp it and the manner to express it. While there was a crowded market and a great shortage of paper, there was still a great demand for articles which got at the soul of their subject."

Mr. Herbert Jenkins said the recipe for the length of a novel depended on how long the writer could hold the interest of the reader. If they felt they could hold readers for 80,000 words, let them make it 70,000, and let the readers wait more. He did not believe that the public would not read first novels; he had tested them with an excellent first novel, having waited two years to find it, and had sold 73,500 copies of that book. The publisher's traveller who went to a bookseller with a book about the war would need courage. The public had been ill for five years, and at the present moment of convalescence wanted light, breezy books.

a fat man with a big red face, and the other a quiet individual. "I'll bet you a shilling on the Arsenal," said the fat man. "I don't bet," the other replied. "You're no sport," jeeringly remarked the fat man. "If you are a sportsman I will run you a hundred yards," replied the other. "I don't run. Do you back the Arsenal?" "I'll bet you, or swim you," said the quiet man. "I don't do none of those things. Do you back the Arsenal?" Captain Starr left his audience to decide who was the "sport" and the "sportsman."

Describing a professional boxer, who was one of the finest specimens of the natural puncher he ever met, Capt. Starr said: "That man could go out to win the championship and make a fortune if he were not trained in a canteen!"

CHINESE PEACE CONFERENCE.

WANG I-TANG INTERVIEWED.

Peace prospects are very good and it is hoped that the Internal Peace Conference will take place at an early date: such is the opinion of General Wang I-tang, Chief Northern Delegate to the Conference. In an interview given to a representative of the North China Daily News General Wang declared that unless some serious complication arose in the near future or unless the smaller factions of the Southwest (the Tsen Chun-huan Government) set some obstacles in the way, there was every possibility of the Conference taking place at the German Club shortly.

THE ONLY POSSIBLE DELEGATE.

Asked whom he recognized as the real chief peace delegate of the Southwestern Military Government—Mr. Tang Shao-yi or Mr. Tsung-yao, the latter being Tsen Chun-huan's nominee—General Wang replied that Mr. Tang was recognized by the North. Mr. Tang was originally appointed by the Southwest and it was not until he issued the manifesto with the other Directors that he was "dismissed" by Tsen. When Tsen was on friendly terms with Mr. Tang then it was quite all right to have him (Mr. Tang) as Chief Delegate, but after a purely personal quarrel he had dismissed Mr. Tang. Tsen should not let personal matters interfere with the country's peace. Another thing, General Lu Yung-ting was in Kuangsi and up to the present time might not know of Mr. Tang's "dismissal." Moreover, Mr. Wen Tsung-yao was, up to the time he left Shanghai, Director of the Port of Pukou. He still held that position. Although he had sent in his resignation this had not yet been accepted by the Peking Government. General Wang terms Mr. Wen's departure as "leaving from his post."

NO SOUTHWESTERN GOVERNMENT NOW.

"How about the Southwestern Government?" "There is no Southwestern Government; any longer," declared General Wang. "The original Parliament supports the four Administrative Directors in Shanghai—Mr. Sun Yat-sen, Dr. Wu Ting-fang, Mr. Tang Shao-yi, and General Tang Chi-yao. There is no actual Government in Canton. There is no Constitutional Government to protect, because there is no Parliament there. Less than 10 per cent. of the members of the original Parliament are now in Canton."

"How do you propose to hold the Peace Conference?" "That is a matter that will have to be discussed between myself and Mr. Tang at an informal conference," said General Wang. "The programme will necessarily be a short one and only the important questions will be discussed. The lesser questions will be settled by the Government after the country is united."

"What do you think of the Hunan trouble?" "That is only a local matter and will not come up at the Conference."

THE ABOLITION OF TUCHUNS.

"What are your views regarding the abolition of the Tuchuns?" I understand you want to Hangchow partly to discuss this question with General Lu Yung-hsiang who advocates the abolishing of the system."

Here General Wang paid a high tribute to General Lu. "General Lu cannot be judged like other Tuchuns," said the Chief Northern delegate. "You have seen for yourself that he has done much constructive work for the good of the country. Take for instance the road building and the river conservancy. General Lu's aim is not, as many papers have already said, to gain publicity. It is an aim of real construction. It is a splendid idea, but the carrying out of the plan rests entirely with the Government."

"Have you seen Mr. Tang since your return from Hangchow?" "No. But I expect to see him within the next few days and then we will prepare for the resumption of peace."

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REPUBLIC OF DANZIG.

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The *Deutsche Allgemeine Zeitung* publishes the project for a Constitution for the Republic of Danzig. All parties, inclusive of the Independent Socialists and the Poles, have collaborated in this project, and it need hardly be assumed that the Parliament of the Republic, which is to be elected on May 15, will introduce many modifications. The project naturally shows a considerable similarity with the Constitutions of the Free Towns of Hamburg, Lubeck, and Bremen. The Republic is to be known by the name of "the Free and Hanse Town of Danzig." All executive power is to emanate from the people. The official language is to be German. This regulation is opposed by the Poles, who are endeavouring to obtain for Polish the position of a second official language. The People's Diet is to consist of 120 members.

The electoral system is very similar to that at present existing in Germany. The People's Diet is elected for four years by the universal, equal, and direct suffrage of all men and women over 20 years of age on the principle of proportional representation. Its meetings are public; measures can be carried by a simple majority. The Senate is to be invited to attend the meeting of the Diet, and the Diet may demand the presence of any senator. The Diet may form Committees of Investigation, which must produce evidence at public meetings. The immunity of deputies is guaranteed by article 19. The office is honorary, but expenses for attending meetings are refunded.

The Senate provided by the project is to consist of a President, Vice President, and 20 senators. The President and nine official senators in main office are elected by the People's Diet for a period of six years; 11 Parliamentary senators are elected for a legislative period of the Diet, i.e., four years. Senators in main office may not accept any other public or professional appointment nor become directors of trading concerns. All who have attained the age of 25 years are eligible as senators; there is no obligation to accept office on election. The President of the Senate is the head of the whole Administration. The meetings of the Senate are not public. The Senate is the highest authority in the State, and is entrusted with the foreign representation of the Free and Hanse Town of Danzig.

In addition to the People's Diet and the Senate the projected Constitution also provides for the formation of a professional representation. This representation would be concerned with bills bearing on economic and social measures. There is, further, the referendum, which may be demanded by a twentieth part of the whole electorate that is prepared to submit a drafted bill.

A TRICK THAT FAILED.
"Is there any truth in the report that President Hsu Shih-chang does not wish you to confer with Mr. Tang?" "That is entirely incorrect and without foundation. Several of Tsen Chun-huan's party tried to make Peking believe that Mr. Tang does not represent the South, so they spread the rumour which eventually reached the newspapers as published. Their motives are failed."

NOTICE.

Mr. G. B. Layton has this day admitted Mr. Herbert Stuart Hills as a partner in his business of Exchange & Bullion Broker, which will hereafter be carried on in the firm name of

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Opposite the University
Tel. No. 732. P.O. Box, 593.
Principal
JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.
New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.
Private Tuition can also be had in these subjects.
Prospectus on application.

IF YOU WORK INDOORS

and take insufficient outdoor exercise constipation and other troubles are sure to result unless you keep your system clean and healthy by the use of a gentle laxative. For this purpose



are perfection. As gently as nature they dispel Constipation, thus curing Biliousness, Sick Headache, Torpid Liver, pimply or blotched skin. Of druggists, or direct, post free, at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

"WAITING FOR TROUBLES?"

Atlantic City, April 28.—Sir Auckland Geddes, addressing the United States Chamber of Commerce here last night, declared that the war had wrought changes in England "which almost deserve the title of a revolution." Vast classes had been given the franchise, and the working classes were strongly anti-militaristic and now hold the ultimate political power. They saw clearly that to secure their purpose they had to end the rumours and animosities which had torn Europe and brought her to the brink of disaster. "The great question you have to decide," he declared, "is, are you going to stand by and wait for Europe's troubles to come after you, as come they will, or are you going out to help Europe—and remember I am excluding the European part of the British Commonwealth of Nations—to win through to reasonable conditions?"

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION
Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 21st day of June, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Frontage	Depth	Total Area	Frontage	Depth	Total Area
Lot 1	100 ft. x 100 ft.	10,000 sq. ft.	100 ft.	100 ft.	10,000 sq. ft.	100 ft.	100 ft.	10,000 sq. ft.

NOTICE.

NATIONAL CREDIT 5 PER CENT 1920 UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

The Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5 Chater Road, and will be closed on the 15th of June, at 12 noon.

5% Premium Bonds of Frs. 500 each are issued at the price of Frs. 485.—only.

Interest at 5% will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000.—the first prize of each being ONE MILLION FRANCS.

ROUET DE JOURNAL.

Manager.

Hongkong, 2nd June, 1920.

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, JUNE 19th.—TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 20th.—Orchestral Concerts during Tiffin and Afternoon.

FLYING—SUNDAY, June 20th.

(Weather permitting)

Commencing at 2.30 p.m.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel Main Office, or at Repulse Bay Hotel.

J. H. TAGGART.

Manager.

WANTED.

WANTED.—English firm have vacancy for a fully qualified and reliable man for Export department. Reply in confidence, giving full particulars, to Box 375 "Hongkong Telegraph."

FOR SALE.

FOR SALE.—New Household Goods. A newcomer, forced by health to leave the Colony, will sell at discount if taken immediately, goods new from America, including—Columbia Graphophone and Records. Set English China, 105 pieces. Set Glassware, 73 pieces. Pair Simmons Twin Beds, Ivory finish. Beautiful Brass Double Bed. Ladies' Mahogany writing Desk. White hair mattresses, springs, etc., all new. Enquire Monday, Tuesday & Wednesday 2-7 p.m. at 5 Queen's Gardens, Middle floor.

NOTICE.

HONGKONG GYMKHANA CLUB.

The Extra Gymkhana Meeting of the season will be held at Happy Valley on Saturday, the 19th June 1920 commencing at 4 p.m.

PUBLIC AUCTIONS.

Messrs. Lammet Bros. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an Order of the Court By.

PUBLIC AUCTION

on MONDAY

The 28th day of June 1920 at 3 o'clock p.m.

IN ONE LOT

At their Auction Rooms, in Duddell Street

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton. For particulars to view apply to Messrs. Lammet Bros., the Auctioneers.

For Further particulars, Apply to

Messrs. JOHNSON, STOKES & MASTER.

Prince's Building.

or to

Messrs. LAMMET BROS.

The Auctioneers.

Duddell Street.

NOTICE.

The Office of the Council for Chile School of...

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21.
Manager K.329.
Harbour Engineer K.120.
Works Supt. K.410.
Telegrams "SEYBOURNE."

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LOWTHER CASTLE"

From NEW YORK

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 31st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO. LTD.
Agents.
Hongkong, 14th June, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"TYO MARU"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on a less instructions are given to the contrary before Noon, today.

Goods not cleared by the 24th June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 18th June, 1920.

CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"WABAN"

having arrived from Portland, Oregon, via ports, on the 17th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 21st by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 24th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 18th June, 1920.

NOTICE TO CONSIGNEES.

THE Steamship

"ICONIUM"

having arrived from Seattle via ports, on the 18th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on the 22nd inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 25th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 18th June, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
"ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 18th June, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
"DEUCALION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 16th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 6th July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 16th June, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "WEST HILTON"

From LOS ANGELES via HONOLULU, JAPAN PORTS & SHANGHAI.

The above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Consignee's risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Thursday 24th June.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 24th June will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

LOS ANGELES PACIFIC NAVIGATION CO.
As Operators.
U. S. Shipping Board.
Hongkong, 17th June, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MONTAGUE"

having arrived from Portland, Oregon via ports, on the 14th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 19th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 21st, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 15th June, 1920.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.Q.S.T.) 34 FT. 6 INS

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS "TAKOO DOCK" HONGKONG
TELEPHONE NO. 22
CABLE FLAG "T" OVER "ANG. PENHANT"

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

HONGKONG: TORPEDO BRAND. HONGKONG: THE BANK LINE, LTD.
BRADLEY & CO. LTD.

Anti-Corrosive and Anti-Fouling Compositions
All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY
These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.
And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

CONSIGNEES

NOTICE TO CONSIGNEES.

OSAKA SHOEN KAISHA.

S. S. "BORNEO MARU"

From EUROPEAN PORTS.

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd June, 1920 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyor's, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOEN KAISHA
Y. YASUDA,
Manager.

Hongkong, 17th June, 1920.

APEXIOR
Absolutely
Stops and Prevents Corrosive Platings
and the Adhesion of Hard Scale.

YOU LAUGH AT BOILER
CAN LAUGH AT TROUBLES



No Heat Retardation. No Zinc Plates needed
in Boilers treated with this compound!!
The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-
American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Company & Holt, Knigge, Leyland, Breckinbank, John G. Gifford,
Line, Nippon Yusen Kaisha, and practically all important Steam-
ship Companies.

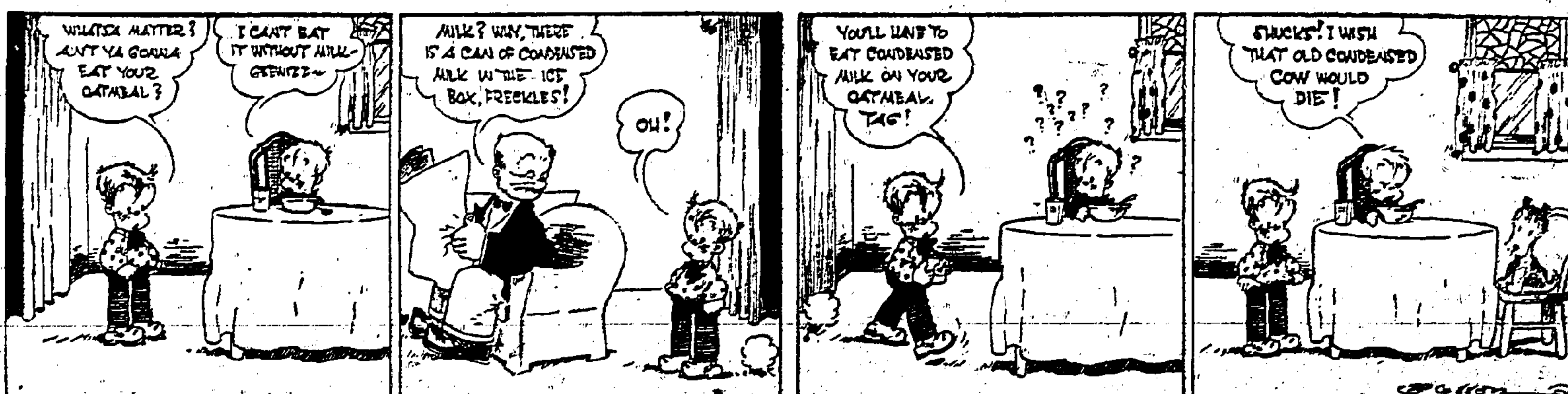
Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY
QUEEN'S BUILDING CHATER ROAD, HONGKONG.

FRECKLES AND HIS FRIENDS

He Doesn't Believe in Modern Science.

BY BLOSSER



WATSON'S PRICKLY HEAT LOTION and PRICKLY HEAT POWDER

an infallible remedy—immediately relieves
the irritation & effects a speedy cure.

A S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Phone 16.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.30 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 19, 1920.

OUR RAILWAY.

From the report of the past year's working of the Kowloon-Canton Railway it appears that this undertaking is resulting in a monthly profit of, roughly, about \$5,000. During 1919, the total receipts came to over \$490,000 of which the expenditure swallowed up more than \$417,000, the net receipts amounting to \$73,000. In the report there is given a tabulated statement showing the results of the past five years, and if we compare the figures therein contained, we gather that the gross receipts were never so high as they were in 1919. It is, however, also a fact that the working expenses for the past year exceeded those of any of the preceding four, but that was due to considerable unforeseen and unexpected outlays. The net profit of \$73,000 is rather less than for 1918 and considerably below that of 1917, when the year ended with net receipts totalling more than \$90,000. The actual expenditure was \$4,397 more than estimated, whilst the receipts showed a most satisfactory increase of well over \$36,000, when compared with 1918.

It is very satisfactory to feel that this Government undertaking is doing so well and that it is justifying the optimism of those who, for many years before its actual construction, urged the provision of a railway running through the New Territories and connecting up with Canton. Apart from the growing receipts from through traffic, we are glad to notice that local traffic improved under all heads when compared with the previous twelve months. It can be said, however, that the railway is as yet but in its infancy. One of the factors which induced railway communication with Canton was the knowledge that eventually the latter city would be linked up with Hankow and the great industrial regions of Central China. Unhappily, that dream still remains to be fulfilled, but when the line is finally completed we may rest assured that our own railway will immediately gain. Kowloon will then become the terminus of China's southern trunk-line, and we may expect to see industrial and other development in the New Territories. When that happy time comes, and when, if ever, China settles down to peace and quietude and puts all her energies into production, this little British line of railway will be a most valuable asset to the Colony, financially and in other ways as well. To read through the yearly reports is to gain the conviction that the railway is being well and economically managed, whilst there is a manifest desire to make the most of the facilities which the line can give. The whole staff is to be complimented on the records which are being achieved by its efforts.

What we cannot overlook, however, is that there is very heavy capital expenditure to be wiped off. Looking through the report, we find that the main line Construction Account up to the end of 1916 stood at \$14,700,000 odd, whilst special expenditure since incurred brings the total up to more than \$14,880,000. Bearing in mind the very short mileage of the British railway line, such figures are tremendously high. It is common knowledge that the initial expenditure on the railway was absurdly heavy, with the result that this little strip of railway is about the most expensive per mile in the whole world. We have always thought that the money spent on the railway when it was actually under construction should have been the subject of most searching investigation, for we have all heard stories of men who made small fortunes in connection with the placing of contracts, etc. Happily, those days are gone, and we are quite certain that past irregularities have gone with them. But in addition to this main line, there is the construction account for the Fanling branch, which, we see, totalled over \$89,000 up to the end of 1918. These figures will require a good many sums of \$73,000 per annum profit to wipe them out. What we should like to know (and we cannot find it in the report) is exactly the difference between the total construction accounts and the actual profits since the railway was built. One of our Unofficial members might enquire at an early Council meeting just how matters stand in this regard.

NOTES & COMMENTS.

LESS LOFTY STORIES.

Thursday's meeting of the Legislative Council was productive of quite a few things that seem to have been overlooked by those whose business it is to comment on local happenings in the hope that the public may be induced to take a little more interest therein. The writer fancies that when the average reader sees a "slab" of six solid columns of a Legislative Council report facing him, he feels a little discouraged and so, perhaps, may read very little. But one of the Bills introduced for its first reading should have been noticed by all interested in the building of houses, either residential or commercial. It seems to have been a result of what was urged a little while back that the Government should permit of more stories to buildings. Readers must not confuse this point with that of permitting higher buildings, irrespective of the width of the adjoining street. It is a Bill that permits each storey in a structure to be less lofty than was necessary before, so that in a building of the same height more floors may be put. It is a direct attempt to cheapen the cost of building. Of course, the Bill will only apply to buildings of a suitable nature—such as semi-detached or detached houses, and to any other houses to which the Building Authority considers that the reduced minima should apply. It is often remarked upon by newcomers how lofty the stories in most Hongkong buildings are and whilst we agree that it is in the interests of health and safety to have them lofty we do feel that a relaxation might be made without serious harm to anybody and with considerable benefit to tenants and landlords. In its framing the Bill is a technical one but behind it lies a very good piece of sound administration. We hope to see it pass through all its remaining stages next Thursday.

FINANCIAL NOTES.

The proceedings of the Finance Committee, which followed the sitting of the Council, were not very satisfactory from the public point of view. Let us see just what happened. There were no fewer than 34 financial votes for consideration and approval, involving the voting of \$370,764.10. The Colonial Secretary is always Chairman of this Committee and all the unofficial members have a seat upon it, whereas the majority of the official members have no seat owing to a change introduced by the present Governor. It is while sitting on this Committee that officials have a chance of controlling to some extent the expenditure of the Government—at least they have a chance to publicly criticise any expenditure which they think is being needlessly incurred. Throughout the whole of the meeting there was not one word said by one unofficial member, though it struck us—and must have struck some of the reading public too—that several items might have been commented on. The Chairman, as each vote came up, gave just a few words of explanation and the voting went merrily on, being taken more for granted than actually given. Unofficial members are inclined to take the Finance Committee as a cut and dried affair, but they ought to look upon it as equal in importance to the Council itself. One cannot read through the Chairman's explanations without being struck by the fact that there was some very bad estimating. In one case the Chairman admitted that the original vote "was very badly under-estimated" and in a great number of other cases the sums involved were extra to what was originally thought would be necessary. We recently pointed out that the Government's income in 1919 was considerably less than its expenditure and we also pointed out that there was need for very rigid economy. Thursday's proceedings did not help to convince us that that economy is being practised and it also gave us the impression that our unofficials do not seriously exercise their functions and privileges as members of the Committee.

COSTLY ROADS.

To look for a moment to the expenditure on the roads of the New Territories, we see that enormous sums of money are being spent in that direction. Those roads are necessary and valuable and are also in bad condition, but we doubt the wisdom of spending so lavishly on them at a time when there are more urgent matters—

DAY-BY-DAY.

EVERY MAN, WHEN HE ENTERS PUBLIC SERVICE, GIVES UP PART OF HIS NATURAL LIBERTY, AS THE PRICE OF SO VALUABLE A PURCHASE.

Tenders are being invited for the erection of platform awnings for the Kowloon-Canton Railway.

Yesterday's health returns show one fatal case of plague and one non-fatal occurrence of cerebro-spinal fever. Both sufferers were Chinese.

It is notified that His Excellency the Governor in Council has appointed Thursday, 1st July, to be observed as a General Holiday.

Friends of Mr. W. J. Morrison, who has been lying sick at the Peak Hospital, will be pleased to learn that he is on the road to complete recovery.

His Excellency the Governor has appointed Mr. A. H. Hollingsworth to act as Director of Public Works during the absence on leave of the Hon. Mr. W. Chatham, C.M.G., or until further notice.

His Excellency the Governor has appointed the Hon. Mr. E. D. V. Parr to be a Member of the Authorized Architects' Committee during the absence on leave of Sir Paul Chater, C.M.G., or until further notice.

His Majesty the King has been pleased to approve the re-appointment of the Hon. Mr. Lau Chupak to be an Unofficial Member of the Legislative Council for a further period of two years, with effect from the 2nd March, 1920.

It is notified that the last day for receiving applications for examination for the Indian and Colonial Police Services has been provisionally fixed for the 5th May, 1921, and the date of the examination for 21st June, 1921.

A brilliant emotional artist gives a powerful portrayal in a dual role of the latest Artco production, which is showing at the Hongkong Theatre to-night. "The Capitol" is a play of social and political Washington, with many of its scenes enacted in the nation's capital. Arthur F. Beck presents Leah Baird in this beautiful production from the notable stage success by Augustus Thomas and directed by George Irving. The accomplished artist acquires herself magnificently in the picture version of "The Capitol," the famous American dramatist's tremendous stage success in which such noted players as Amelia Bingham, Mary Shand and Frank Keenan made theatre history.

COLONY'S FINANCES.

The Hongkong Treasury issued the following financial statement for the month of February, 1920:—

Balance of Assets and Liabilities on 31st January, 1920.	\$4,972,971.58
Revenue from 1st to 29th February, 1920.	1,128,735.65
	6,101,707.23
Expenditure from 1st to 29th February, 1920.	944,579.81
Balance.	\$5,157,127.42

such as housing—demanding attention and the spending of money. Sixteen and a half miles of road will cost about \$139,000 for metalling and tarring alone. Well might the Colonial Secretary have added "a very expensive business." The making of the bridge over the road just past Shatin will result in a wonderful improvement, but could not such an expensive matter be left for a while? The Lai Chi-kok prison was also necessary to relieve Victoria Gaol but its re-conditioning and staffing seems to be costing a far larger sum than is actually justified. We could go on quoting from the report to prove that a strict watch should be kept on the spending of the Government. But our unofficials said never a word. We hope they will when another host of such votes comes forward.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending June 18th, 1895.)

THE DOLLAR. June 30th.—The rate of the Dollar, on demand, to-day is 2s. 1-3-4d.

STRAYED TORPEDOES. June 20th.—The following notification has been issued by the Harbour Department: Two Whitehead torpedoes have been lost from H. M. S. Rainbow between Green Island and Boulder Point. A reward of \$20 for each will be paid for their recovery. They are quite harmless.—Torpedoes usually are very harmless.

THE LIBRARY. June 22nd.—The Hongkong Public Library is to be opened on the 1st proximo. Already 2,000 volumes have been procured by Dr. Cantlie and his coadjutors and the scheme seems to justify the confident predictions of the promoters.

CROWN COLONY GOVERNMENT. June 23rd.—We congratulate Mr. Whitehead on his victory for victory it was, over the official phalanx headed by the Colonial Secretary. Mr. Whitehead for his ability, energy and perseverance, has forced from an unwilling Secretary of State, the promise of immediate reform in the Government of this Colony, as prayed for by the Community in their petition to the House of Commons, in spite of the determined opposition of the Governor of this Colony and his officials and of the strong representations he and they made to the Colonial office, against the petition, and against every prayer in it. During the interval that elapsed between the first publication of the text of the petition, and the actual transmission of the document to London, every effort was made to discredit it. The official members of the Council and other members of the community were influenced against it and persuaded to refuse their signatures to it. The list of signatures were analyzed and reported on in detail and every effort made to disparage them as for the most part "only clerks" and people who had no stake of anything in the Colony. The officials laughed at the movement, and some of them jeered at the promoters and forsook for it the usual fate of petitions of all kinds to the British Government. The Secretary of State's first reply to the Petition, that he could not entertain the prayer of the petition, had soon to be modified, when Mr. Whitehead got members of the Liberal party to interest themselves in his case, and got the London Press to champion his cause. We shall have as the result of the petition two unofficial members in the Executive Council and two more Unofficials in the Legislative Council, and the family party of cadets will no longer have it all their own way either in the one assembly or the other.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

THE SHIPPING DISPUTE.

Sir,—With reference to the shipping award, which I understand several are patiently waiting for, I cannot understand why some Chinese shipowners are dilly-dallying over the matter. Their palfrey excuse is they are waiting to be notified officially. Why? I fail to see. It was clearly understood at the time of the dispute in December last, that after the arbitration was settled the pay would commence from 15th December: then again when the arbitration was settled it was published both in the morning and evening daily papers, so what further notification is required? I fail to see. Several have already presented their claims to their owners, which have been ignored: in fact some have gone as far as to refuse to pay, and seem to look upon it as an imposition. Surely they are not quite so dense as to think they can get out of paying? However, my advice to them is "Pay up and look pleasant," for pay you must, and the sooner the better. You are breaking your agreements, which will cause unnecessary unpleasantness on both sides.—Yours etc., DENEROLA.

Hongkong, 18th June, 1920.

SHIPPING NOTES.

(BY "NEPTUNE.")

Mr. Kirby, the new local Secretary for the China Coast Officers' Guild, is expected to arrive on the 25th instant and will stay in Hongkong about a month. Here he will make the acquaintance of the Southern members, after which he returns to Shanghai to relieve Captain D'Oliveira, who goes home on well-earned leave. Mr. Kirby, during Captain D'Oliveira's absence on leave, will visit Hongkong periodically, and later on take up permanent residence here.

The Chinese Coast Officers' Guild have now a motor launch of their own in Hongkong, stationed at Blake pier, which can be hired by members or others at the following rates:—Per hour, \$2, single trips (any number up to 12 passengers) to any ship in, but not out of, the harbour, \$1.

The question of employing British pilots for British ships in Hongkong is still being discussed in the papers at Home. I see that Captain Philip Going, M.M. of the s.s. Kong-Ning, employed on the West River, has been airing his views recently in a journal at Home. He admits that the Chinese pilots are an absolutely steady and attentive lot of men and quite reliable and are always on the spot when required, yet they are not trained seamen nor British R.O.T. certificated men, so that the objection is not to their capabilities to direct vessels in entering and leaving the port of Hongkong, going to and from buoys and anchorage, as they have an excellent local knowledge of the port. According to him, Hongkong is a large and important British port, relying almost solely on its trade by merchant shipping, the bulk of that shipping being under the Red Ensign, and therefore the principle should be that merchant shipping should be piloted by British white pilots, who have served their time at sea in British vessels, been through the mill, gained vast experience and obtained the B.O.T. certificate, instead of "Asiatics" who have had no sea training or experience whatsoever and although declaring themselves British subjects in order to obtain the Hongkong harbour pilot licence, yet are undoubtedly Chinamen always, and would think nothing of taking a six-hour trip to Canton and there declaring themselves to be Chinese subjects.

This is very interesting, but it ignores some of the facts. It is well-known that the Chamber of Commerce favoured giving the pilotage of British ships to British pilots, but their charges have been so exorbitant for work that was so extremely easy that British shipowners were obliged to accept the services of Chinese pilots, who are quite reliable and in a service where economy is not to be ignored no one is surprised that British shipowners in Hongkong have never had occasion to accept the proposal of employing British white pilots.

A very interesting case to mariners has just been decided at Home. A clause in a charter party, exempting the shipowners from losses or damage caused by "negligence, default, or error of judgment of the pilot, master or crew in the management or navigation of the steamer" would appear to give a wide protection, but in the s.s. Lord case at Home, such a clause has received a subtle limiting construction. The captain, while in harbour, chose erroneously, as afterwards transpired, a certain route. His owners were held liable for breach of charter party, as choice of route was not covered by the words "management or navigation." In arriving at the finding in the case Mr. Justice Bailhache said—"Some light was thrown on the meaning of the word 'navigation' by the fact that the master was joined with the pilot and crew in the possible negligence or error of judgment. What was desired to avoid was damage to the cargo or some mishap to the ship which would delay her on the voyage. Although the word 'navigation' was different from management, yet the words 'default or error, etc.' referred to a ship in motion and a ship which was being navigated. A pilot would not be employed as a rule until the ship was in motion. In that connection the word navigation must be treated as mean-

TO-DAY'S MISCELLANY.

"Eat quietly" figures among the injunctions given in a new work on etiquette noticed by a London paper. The same injunction is given with greater emphasis and detail in Mrs. Hannah Woolley's "Gentlewoman's Companion," which had a great vogue in the seventeenth century. "Gentlewomen," writes Mrs. Woolley, "discover not by any ravenous gestures your angry appetite, nor fix your eyes too greedily on the meat before you, as if you would devour more than way than your throat would swallow. In carving avoid clapping your fingers in your mouth and licking them after you have burnt them. Close your lips when you eat, and do not smack like a pig. Fill not your mouth so full that your cheeks shall swell like a pair of Scotch bagpipes. It is very uncomely to drink so large a draught that your breath is almost gone and you are forced to blow strongly to recover yourself."

An interesting reversion to an old custom is the "dining" of politicians by their admirers, which has been almost as popular recently as in the good old days when almost any occasion suggested a dinner. A hundred years ago and for some time after the Cabinet dinner was a regular institution, especially as it was supposed to give opportunities for a more forcible statement of views than was considered proper to the Cabinet room, where, in theory, the Sovereign presided in person. Disraeli achieved a good deal of his early fame by speeches at political dinners, and much of the reform opposition was conducted over the dinner table at Aspley House. No session of Parliament was complete without the famous fish dinner at Green-wich as a wind-up. There were certain taverns in London with rooms constantly bespoken for these dinners, and there was at least one famous occasion on which a Cabinet, with stars and orders, dined in the Buxton Brew House.

From the unpaid eminence of the red benches a member of the House of Lords has just been firing a shot at the Lower Chamber, whose members, he thinks, are demoralised by what Bobb Dodginton would have called the "all-for-quarter-day" spirit, and who regard a general election chiefly as an occasion which may mean to them the loss of their salaries. Without inquiring how many members whose permanent homes are not in London can show any balance on their stipend at the end of a Parliamentary year, seems quite likely that Nemesis will one day descend on the head of the peer in question. For there are at least strong probabilities that when the House of Lords is reformed it will cease to be an unpaid body. A new House of Lords will certainly have no thought of money wealth, and although quite a number of the members will probably be pensioned ex-servants of the Crown there will be others who will need a salary quite as much as members of the Commons, especially if there is a strong leaven of statesmen from the Dominions whose idea of a Senate is that of a dignified but also well-paid assembly. It has laid down in spite of Mr. Gladstone's odd scheme, that if any members are paid all must be paid; and so, whether the taxpayer likes it or not, the chances are that we shall have to pay fairly heavily for the privilege of a reformed Upper House.

ing the actual management of the ship while in motion or about to be set in motion. The word 'management' could well apply to the ship and no doubt did apply to a ship when in harbour as well as in motion. The two words together meant something in the nature of commanding or directing the ship. They did not mean the deliberate choice while in harbour of one of two routes which was to be pursued. That did not seem to be an error of judgment in the navigation or the management. There was a real difficulty in actually drawing the line at what was navigation and what was not, but it could not be said to be navigation of the steamer when the master was in port and was deliberating not how to proceed, or how the steamer was to be run or anything of the kind, but by which of two routes he was to proceed to his destination.

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BLINDED SOLDIERS' VICTORY.

THE YEAR'S WORK AT ST. DUNSTAN'S.

The fifth annual report of St. Dunstan's Hostel for Blinded Soldiers has just been issued under the title of "A Record of Victory."

Sir Arthur Pearson, in his report, states that the 12 months under review have been the busiest since the hostel was inaugurated, but the story of the triumph of the men over their handicap is one more an unbroken record of high heroism and splendid achievement. Today there are some 500 men in training; more than a thousand have returned to their homes. One would have hoped that with the cessation of hostilities, there would be no more fresh cases to deal with. That there were many new arrivals at St. Dunstan's during the year is due to the fact that a considerable number of soldiers whose sight was damaged in the early days of the war, and who left hospital feeling that they had eyes good enough to carry them through the world in the ordinary way, have had this precious sense deteriorate or disappear. As 23,000 men were discharged from the Army with seriously damaged sight, it is impossible to say how great the future demands of St. Dunstan's resources will be.

Dealing with after-care, the report states that it is necessary to establish personal touch between the head of the administration and the blinded soldier in his home. This is possible to a large extent by correspondence, and the course of a year many thousands of letters pass between the director and the men on all sorts of subjects. In addition, a staff of 20 visitors is employed to meet this need. They have districts allotted to them, and pay regular visits to the homes of the men in their area to assist in any way possible. They are available, also, to pay special visits in cases of emergency on instructions from headquarters, and can make suitable arrangements when blinded soldiers or their families are ill or require assistance in their homes. The technical staff have also paid thousands of visits to the homes of the men during the year.

The trades and professions taught at St. Dunstan's fall into two distinct classes—first, handicrafts like boot-repairing, basket-making, mat-making, joinery, and netting, which involve the creation or repair of useful or ornamental articles; and, secondly, the callings such as massage, shorthand-typing, telephony, and poultry-farming.

The blinded soldier is supplied direct at the lowest possible price with first-class materials, all of which have passed under the eye of an expert. Suitably placed shops are established where goods made by blinded soldiers can be displayed and sold, the men being paid the full retail price immediately on receipt of goods. Owing to the success of the men's local trade, the supply of goods does not in the case of most of the articles the men produce equal the demand made on them by the public. This is an exceedingly satisfactory state of affairs, for local trade is far more attractive to the blinded soldier, who likes to be as independent as possible, and has the added advantage of stimulating local interest in his welfare. The sales depots, however, are always available.

Every article received for sale is examined by an expert, and only those that are well and carefully made are accepted. The fact that out of the 25,000 odd articles, valued at over £7,000, which were disposed of at the

A "DOUBLE-JOINTED" MIND.

LADY BONHAM-CARTER
MR. LLOYD GEORGE.

The Home Counties Liberal Federation and the Oxford Liberal Association held a conference at Oxford recently. Lord Saxe and Sir John Massie, President of the Oxford Liberal Association, moved a resolution affirming confidence in Mr. Asquith as Leader of the Liberal Party, declining the invitation of the Prime Minister to enter into closer cooperation with the Conservative Party, expressing the view that wartime necessity for the Coalition no longer exists, and urging affiliated associations to maintain their independence.

Mr. Andrews, of the Romford division, who moved an amendment, spoke in support of the Coalition Government, and said the spirit which drove him out of membership of the National Liberal Club was in keeping with the heresy-hunting programme of a section of the Liberal Party. Only five voted for the amendment, and the resolution was adopted by a large majority.

Speaking at the evening meeting, Lady Bonham-Carter said she was born a Liberal. An attempt was being made today on the life of Liberalism, when it was the world's greatest need. They were told by a well-known ex-Liberal—none other than the Prime Minister himself—that it was their duty to join forces with Tories. The reason he gave for this was as extraordinary as the advice itself. He told them they were in a minority, which was true, thanks to his General Election of 1918. But the first duty of a minority was not to sell its convictions in order to get into power, but to hold on until it could convert people to its way of thinking. That was what they proposed to do.

In the Peace Treaty, she continued, a glorious opportunity had been lost. From what happened last week she imagined that the peacemakers realized the result of their work. It was characteristic of Mr. Lloyd George that when he had sold his soul he thought he had only pawned it. (Laughter.) He had paid lip service to every principle in turn. He had gambled in all policies, but invested in money. He was double-jointed, mentally and morally. (Laughter.) That was a great qualification for an acrobat, but for the head of the Government what they wanted was not double joints, but a single mind. (Cheers.)

St. Dunstan's Sale-Depots during the year, under £30 worth was rejected, speaks well for the high standard of efficiency maintained by the men when working in their homes.

In the case of those men who have been trained as masseurs, shorthand-typists, secretaries, and telephonists, the after-care organization concerns itself with their general welfare, and makes itself responsible for assuring their continual employment.

The hostel bases its claim for continued support on the following five reasons:—The increasing number of blinded men—those whom blindness has overtaken as the effect of wounds, and those whose sight has gradually failed through ill-health; the many difficult cases that are being dealt with; the delay in getting homes for the men who are ready to leave; the urgent need of the After-Care Department and the convalescent and holiday homes associated with St. Dunstan's—depending principally on the generosity of the public; and the constantly growing cost of providing for the men.

THE SERVICES.

NAVAL AND MILITARY ITEMS.

The sloops Albury and Stafford, which were recently paid off, have been taken into dockyard hands at Sheerness to be prepared for sale. The General Crawford, monitor, attached to the Nile Reserve, is ordered to be paid off at Sheerness and placed in charge of a care and maintenance party.

In future petty officers are only to be selected for duty as admirals' crewmen when no suitable C.P.O. is available. They receive the rating of acting C.P.O. as from the date of beginning duty, but they are to revert to petty officer on returning to the general service, unless they receive advancement in the ordinary course on the depot roster before that date.

The Imperial Merchant Service Guild has been in communication with the Admiralty and the War Office regarding the necessary amendment of the Injuries in War Compensation Act, to bring it into line with the recent increases granted in the pensions payable to the dependents of merchant seamen who lost their lives at sea during the war. The war risks scheme of the Board of Trade and this Act are practically identical. The Injuries in War Compensation Act deals with the cases of officers and men of the Merchant Service who served under special Naval engagements. The Admiralty have now replied to the Guild, stating that the recent increases are also applicable to the allowances payable under the War Compensation Acts.

Rear-Admiral George H. Borrett, C.B., has become Senior Naval Officer in the Yangtze River, in succession to Commodore Alfred A. Ellison, C.B., who has held the post since April 1, 1919. The flag of the Senior Officer is flown in the Kinsha, and there are 14 gunboats allocated to the China Station for river work.

Rear-Admiral Borrett has had a long experience in the Far East. During the Boxer Rebellion he was torpedo lieutenant of the Centurion, and was mentioned in dispatches for his services. Subsequently, as commander, he was again mentioned by General Gaselee in 1901 for his services as transport officer. He commanded the Monarch at the Battle of Jutland, and, being promoted to flag rank in August, 1918, was in command of a light cruiser squadron, in the Carryfort, when the war ended. Since March, 1919, he has been Rear-Admiral Commanding the Fifth Light Cruiser Squadron in China, with his flag in the Cairo. This appointment now lapses.

The first appointment of a Fleet Photographic Officer since the establishment of a separate Photographic Branch in the Navy in November last has been made by the appointment of Lieutenant-Commander H. E. Rendall, D.S.O., to the Queen Elizabeth, to date from Monday last. This officer will be on the Staff of the Commander-in-Chief of the Atlantic Fleet and will be in charge of all photographic work carried out in the Fleet under the direction of Admiral Sir Charles Madden, including the triangulation of fall of shot. It is nearly four months ago since the Admiralty invited volunteers for the post from officers of commissioned rank with photographic experience. Lieutenant-Commander Rendall has been on special Admiralty service since December last, prior to which he was in command of Monitor M.25, one of the vessels employed in the White Sea. He was awarded the D.S.O. in December, 1918, when gunnery and control officer of the Attentive, for his service in silencing the battery on Modyugski Island, which disrupted the Allied entry into Archangel on August 1, 1918. He also landed in command of a naval detachment and secured the railway to Bakurisa against Bolshevik attack.

An Army Order, amending the Royal Warrant of September 13 last, provides that a combatant Lieutenant-Colonel who has completed four years on full pay as substantive lieutenant-colonel shall be eligible for half-pay equal to full pay as a lieutenant-

NOTICES.

DAIRY FARM NEWS.

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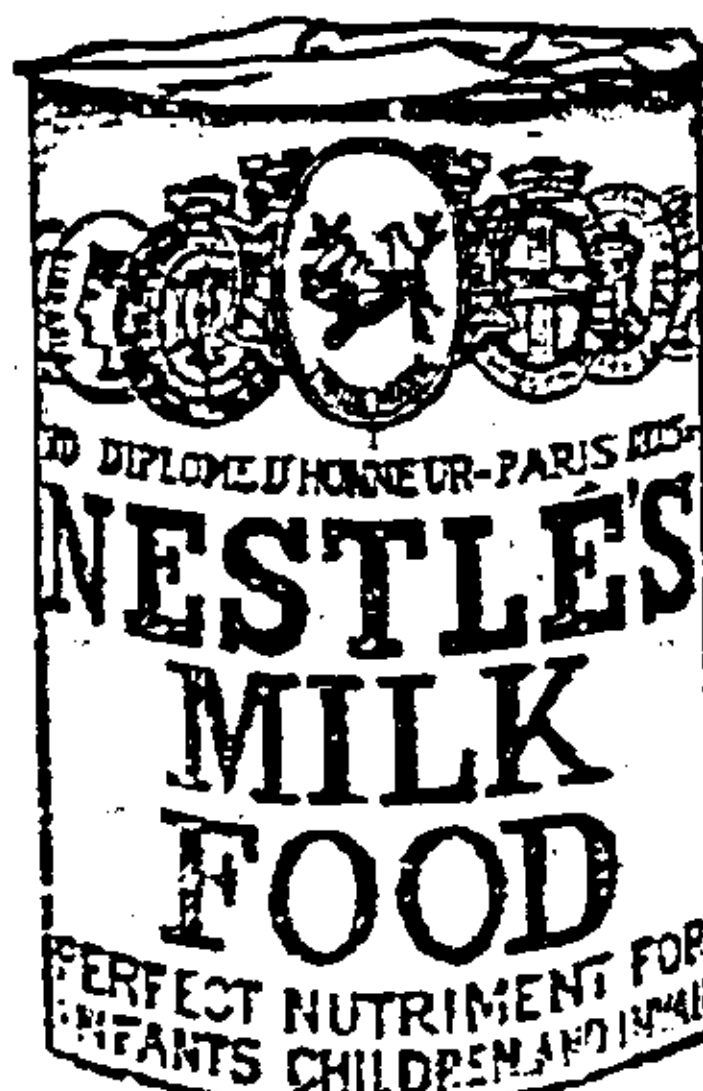
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colonel for six months without command pay and allowances, and subsequently half-pay at 23s. 9d. a day. Half-pay equal to full pay may be issued for six months, notwithstanding promotion to higher rank than lieutenant-colonel. If a period of re-employment as lieutenant-colonel occurs before the six months period has elapsed, half-pay equal to full pay may be subsequently issued for the unexpired portion of the six months. Re-employment in any higher substantive rank than lieutenant-colonel cancels any claim to draw further half-pay equal to full-pay. Other amendments provide that a combatant officer who has served 12 years in the West India Regiment shall be eligible to retire and draw retired pay. The retirement gratuity of £100 for each completed year of commissioned service may now be paid, other things being equal, to an officer who resigned after November 11, 1918, and before September 13, 1919. Service in the acting or temporary rank of major or lieutenant-colonel will qualify for the additional gratuity of £200 or £500 paid to majors or lieutenant-colonels, respectively, on retirement under Article 572A.

KING'S BIRTHDAY.

WEI HAI WEI CELEBRATIONS.

Wei Hai Wei, June 4.—His Honor the Commissioner gave an "At Home" yesterday in honour of the King's birthday. Fine weather prevailed, so there was a large company of officers from the ships in harbour, also Vice-Admiral Sir A. Duff and Miss Duff. Most of the residents on the Island and Mainland were also present as well as the visitors staying at the hotel. Guests were received by Lady Lockhart and Sir Jas. Lockhart on the lawn, where tea was provided and lavish strawberries and cream and ice cream. Tennis was indulged in all the afternoon and much enjoyed. The ladies present were few compared to the large number of men who attended the At Home.

A royal salute of 21 guns was fired by all the ships in harbour and on the streets bunting and flags were displayed and the ships were dressed as usual on such occasions. H.M.S. Alcority arrived last Sunday and the flagship H.M.S. Hawkins on Monday morning.

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Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

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Manila	June 20
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Waban	June 23
Tango	June 23
R. Trader	June 23
Amaron	June 26
Isaba	June 26
Africa	June 28
Wytherville	June 29
Tajima	June 30
Kawachi	July 1
Cadaretta	July 1
Karmala	July 1
Katori	July 2
Maquan	July 3
Abercrombie	July 4
Madras	July 4
Katori	July 4
Kashima	July 4
Deucalion	July 5
Persia	July 5
Tokio	July 5
Kamo	July 9
Higho	July 10
West Ira	July 10
Kathlan	July 10
West Harris	July 10
Himalaya	July 11
Persia	July 11
Himalaya	July 11
Kyo	July 13
Endicott	July 15
West Montoli	July 17
Arizona	July 17
St. Albans	July 17
Nikko	July 20
China	July 21
West Ivan	July 22
Pawlet	July 25
Lowther	July 26
Graced	July 26
Mexico	Aug. 3
Siberia	Aug. 8
Tenyo	Aug. 10
Elkton	Aug. 11
Nanking	Aug. 13
West Hika	Aug. 19

JAPAN, COAST PORTS, ETC.

JAPAN, COAST PORTS, ETC.	DATE
Wingsang	June 19
Doylstown	June 19
Itola	June 19
Chean	June 20
Kosoku	June 20
Tiananok	June 20
Nikko	June 21
Amakusa	June 21
Devanah	June 21
Kueichow	June 21
Paoli	June 21
Durban	June 22
Esang	June 22
Haiching	June 22
Suiyang	June 22
Chinhua	June 22
Kosoku	June 23
Yatsing	June 24
Penang	June 24
Sinkiang	June 24
Hopsang	June 24
Cheongsing	June 24
Kwaishang	June 25
Hailong	June 25
Ganges	June 25
Tan	June 25
Delagoa	June 27
Haikyung	June 28
Malacca	June 28
Haibong	June 29
Abuta	July 1
Shiseo	July 2
Yetrofu	July 2
Tippana	July 4
Burma	July 15



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe.)

"ICORUM"	About July 22	"ENDICOTT"	About July 16
"WHEATLAND MONTANA"	July 12	"ELKTON"	Aug. 12

For PORTLAND direct.
(Calling at Shanghai and Kobe.)

"WHEAT"	About June 23rd.
"SEACONS"	July 4th.
"PAWLET"	July 25th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephone 247 & 2174 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 24TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.
TRANS PACIFIC FREIGHT SERVICE
HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment on route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:
LOS ANGELES, CALI Prince's Building, Chater Road,
BRANCH OFFICE: Telephone No. 1062.
Kobe, Shanghai, CHAS. E. RICHARDSON,
MANILA, SINGAPORE. General Agent for South China.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
EAST AND LUXURIOUS MAIL STEAMERS.

Steamers	Tons	Leave Hongkong
PERSIA MARU	9,000	5th July.
KOREA MARU	2,000	14th July.
YOKO MARU	2,000	11th Aug.
SINGAPO MARU	2,000	19th Aug.
SHIMO MARU	2,000	5th Sept.

Calling at Kueichow. Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SAILING CRUZ, RALEOA, CALLAO, ARICA AND IQUIQUE.

Steamers	Tons	Leave Hongkong
KYO MARU	17,000	13th July.
ANYO MARU	14,000	23rd Sept.
SEIYO MARU	14,000	31st Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

Y. TSUYUMI, Manager.
Telephone Nos. 2374 & 2375. KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NILE"	"CHINA"	"NANKING"
June 19th.	July 22nd.	August 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Princh's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2151.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco.

"EASTERN TRADER" 29th June.

ALSO

Amalgamated with Cosmopolitan Shipping Co. Green Star Line.

New York. New York.

Operating Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

TEL. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

FOR BOSTON & NEW YORK.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
Agents.

HONGKONG SINGAPORE

SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS TO AND FROM THE ABOVE NAMED PORTS.

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

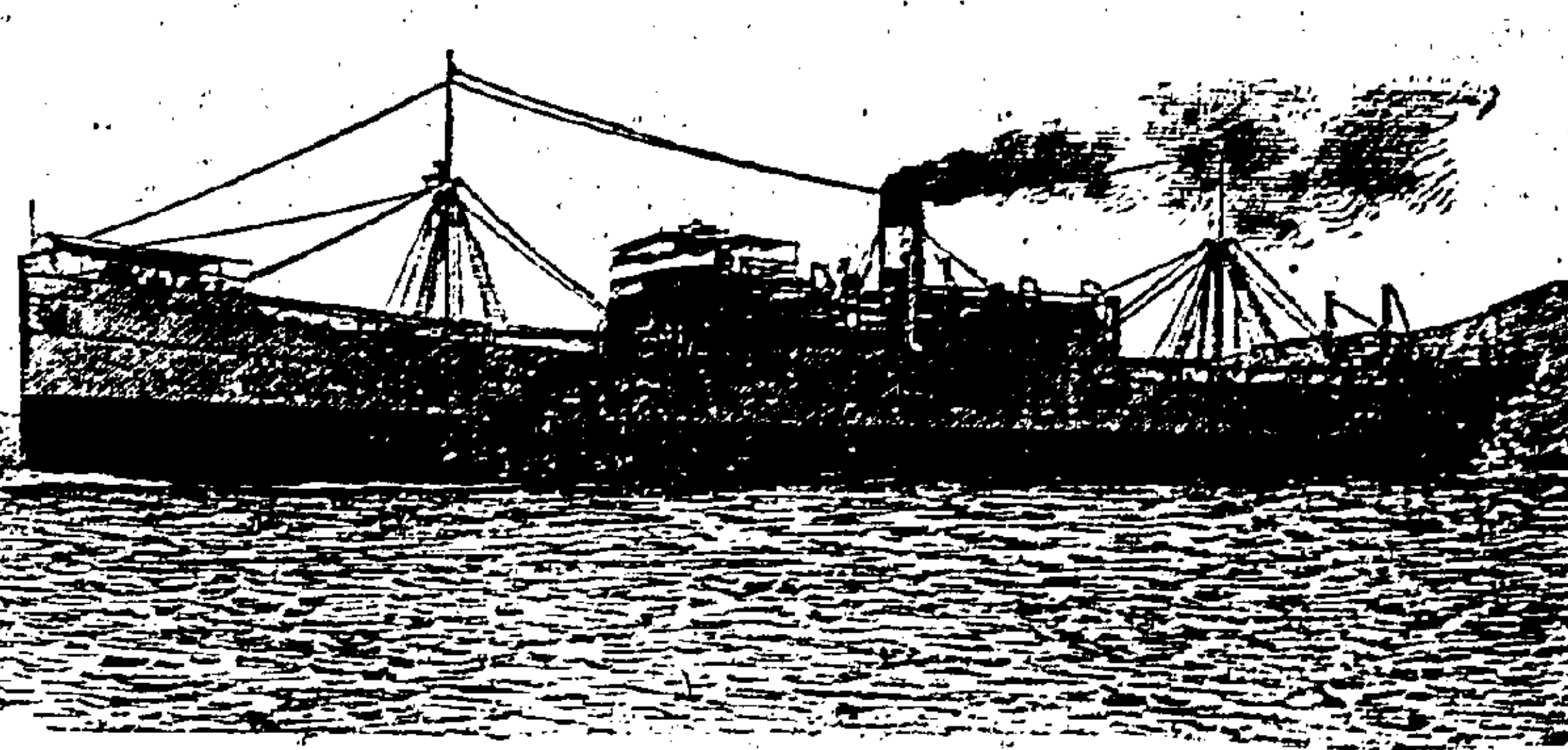
Tel. 792 RAY E. GUNN Gen. P. O. Bldg. 793 Manager.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.M.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA-PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING, NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

KARMALA 9,000 1st July. M'les, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

ITOLA 5,300 20 June, 1 p.m. Singapore.

MADRAS 5,900 4th July. (Calcutta via Singapore Penang & Rangoon.)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

ST. ALBANS 4,500 20th July. Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.

EASTERN 4,000 13th Aug.

SAILINGS TO SHANGHAI & JAPAN.

DEVANHA 8,100 21 June, noon. Shanghai, Japan, Yokohama.

WIRELESS ON ALL STEAMERS.

Passenger's Manifest must be sent to the Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.)

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern.

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.

KATORI M. (Calling Manila) Sun., 4th July, at 11 a.m.

KASHIMA M. (Calling Manila & Keelung) Mon., 15th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU ... Saturday, 26th June, at noon.

KAMO MARU ... Friday, 9th July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

TOKIWA MARU ... Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOKA MARU ... Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

TALAN MARU ... Saturday, 19th June.

YETOROFU MARU ... Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

MALACCA MARU ... Monday, 23rd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Monday, 21st June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

DURBAN MARU ... Tuesday, 22nd June.

PENANG MARU ... Thursday, 24th June.

ATSUTA MARU ... Thursday, 1st July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 232 & 233. S. YASUDA, Manager.

Shipping to Europe, Australia, and other Ports.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"MEXICO MARU" ... 8th August.

"CHICAGO MARU" ... 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"BURMA MARU" ... Middle of July.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service, taking cargo to

New Zealand and Pacific Islands.

"MITSUKI MARU" ... Friday, 19th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARASHI MARU" ... Thursday, 23rd June.

"ARIZONA MARU" ... Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 26th June.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.

"KOSOKU MARU" (Yokohama, Kobe) Wednesday, 23rd June.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"AMAKUSA MARU" ... Monday, 21st June.

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION.)

Steamer.	Arrived Hongkong from Australia	Leaves Hongkong for Australia
----------	---------------------------------	-------------------------------

CHANGSHA 6th July. 10th July.

This steamer is fitted with Refrigerating machinery, ensuring

a plentiful supply of ice, fresh provisions etc., and has superior

accommodation with Electric Light throughout and Electric Fans in

the State-rooms. A duly qualified Doctor is carried. Reduced Fares.

Cargo booked through to all Australian, New Zealand and Tas-

manian ports.

For Freight and Passage apply to—

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
-----	---------	---------

LONDON & HAMBURG "KATHLAMBA" 10th July.

For particulars of sailings, shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BLADING TO

LEVANT, BLACK SEA & DANUBE PORTS

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "RIOJUN MARU"

Sailing on or about 27th June.

For JAVA, "HOKUTO MARU"

Sailing on or about 27th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—

D. DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
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MANILA Wingsang Sat., 19th June at 3 p.m.

SHANGHAI Essag Tues., 22nd June at 4 light.

SHANGHAI Hopsang Thurs., 24th June at 4 light.

TIENTSIN via Weihaiwei Cheongshing Thurs., 24th June at 4 light.

KORE Yatsing Thurs., 24th June at 5 p.m.

STRAITS & Calcutta Kwatsang Fri., 25th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passenger accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kufat, Jesselton,

Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov.

between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about June 25th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
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SHANGHAI Yunnan 19th June at 4 p.m.

SHANGHAI & TSINGTAO Chenan 20th June at 4 light.

CEBU & ILOILO Paoing 21st June at noon.

WEIHAIWEI CHEFOO.

N'CHUANG & TIENTSIN Kueichow 21st June at 4 p.m.

SWATOW & BANGKOK Chihna 22nd June at 11 a.m.

AMOY, SHAI & PUKOW Sulyang 22nd June at 10 a.m.

SHANGHAI Sinkiang 24th June at noon.

SHANGHAI & TSINGTAO Tean 25th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation, midships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao

weekly, taking Cargo on through Bills of Lading to all Yangtze,

and Northern China Ports. Passengers are Landed in Shanghai

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June, 19, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers, Electric Light

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW AND RETURN

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiching A. H. Stewart TUES., 22nd June at 2 p.m.

Hailong J. S. Thomson FRI., 25th June at 2 p.m.

Hailong W. C. Passmore TUES., 29th June at 2 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

-AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 12th May and is expected here on the 30th June.

The N. Y. K. s.s. SHIN-I M. (Bombay Line) left Bombay for this port direct on the 2nd June, and is expected here on the 19th June.

The N. Y. K. s.s. KIMF M. (Bombay Line) left Bombay for this port direct on the 2nd June and is expected here on the 19th June.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, Shanghai on the 30th May, and is due here on or about the 28th June.

The N. Y. K. s.s. TAJIMA M. (American Line) left Kobe for this port via Moji and Shanghai on the 11th June and is expected here on the 20th June.

The T. K. K. s.s. KIYO M. arrived at Yokohama on the 11th instant from Valparaiso and other South American ports, and San Francisco, will sail on the 16th instant, and is due at Hongkong on the 19th instant.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Thursday Island for this port via Manila on the 11th June, and is expected here on the 20th June.

The N. Y. K. s.s. NAGANO M. (Calcutta Line) left Calcutta for this port via Rangoon, Penang and Singapore on the 13th June, and is expected here on the 30th June.

The N. Y. K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez, on the 12th June, and is expected here on the 22nd July.

The P. & O. s.s. DEVANHA, left Singapore for this port on the 15th instant at 7 a.m. with the outward English Mails, and is due here on the 20th instant at about 6 a.m.

The N. Y. K. s.s. TAJIMA M. (American Line) left Shanghai for this port on the 16th June, and is expected here on the 19th June.

The P. & O. s.s. ITOLA, left Moji for this port on the 13th instant at morning, and is due here on the 19th instant at about morning.

The N. Y. K. s.s. KATORI M. (American Line) left Kobe for this port via Nagasaki & Shanghai, on the 16th June, and is expected here on the 24th June.

The s.s. MATTAWA, arrived at Singapore, on 15th June leaves there 18th June, and is due at Hongkong on about 24th June.

The Admiral Line, s.s. OROSS-KEYS sailed from Singapore on June 13th, and is due to arrive at Hongkong on the 19th instant.

The T. K. K. s.s. PERSIA M. arrived at Yokohama on June 17th and sails 20th instant, being due at this port on 28th instant.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Shanghai for this port on the 17th June, and is expected here on the

EARLIER TELEGRAMS

THE PRINCE IN SYDNEY.

Sydney, June 16.
H.M.S. Ranown, with the Prince of Wales aboard, arrived off the heads this morning escorted by Australian destroyers alongside and aeroplanes overhead. She made an imposing scene as she entered the harbour between a sea lane of masses of watercraft of every description. All the vantage points were occupied by fluttering flags and cheering humanity.

Sydney, June 16.
The city has been preparing for weeks to outdo Melbourne's reception to the Prince of Wales and scenes of warm-hearted welcome were witnessed to-day. All the distinguished residents, including the Governor General, Prime Minister, State Premier, Judges, Admirals, Generals and Senators greeted the Royal guest. The Prince inspected "Blues" guards of honour and proceeded through four miles of decorated, cheering streets. The Prince halted and greeted a company of incapacitated soldiers. At Admiralty House H.R.H. shook hands with ten men decorated with Victoria Crosses. At a Commonwealth banquet on June 16 the Prince paid a glowing tribute to the Empire's overseas people. He said he had been travelling the Empire ever since peace was signed and the more he travelled the more he realised what a privilege it was to see and live with the Empire's men at the war front. He said it was British subjects on active service who gave him his first real initiation into the spirit of Empire. He owed them much for that alone. He would never forget the splendid impression they conveyed of force and unity which made the British Commonwealth of nations such a living, invincible power. The British determination which won the war had everywhere been handed down by pioneer ancestors who by sheer grit, vision, and judgment had built up British institutions in times of peace. He paid a tribute to the wisdom of her great statesmen and the ability of her great commanders who served the Empire, but recognised the fact remained that the life of the Empire, its character and destiny had been made, and always would be made by the peoples of the Empire who conducted her own affairs. He concluded by saying he was convinced that in Australia stood by the Empire so would the Empire stand by Australia for all time.

THE NEAR EAST.

Paris, June 17.
The "Temps," announcing the capture of a French battalion in Cilicia, declares that the affair is a bitter reminder of the difficulties of the Allies' task in the Orient and the heavy responsibilities incurred by those who favour the policy of allowing events to take their course. The "Temps" urges the establishment in Constantinople of a government that would be recognised by the more reasonable elements of the Nationalists and truly representing the mass of the Turkish nation.

The captured battalion previously occupied Bozanti, thirty-five miles north-west of Adana. The French, marching in column formation, succeeded in forcing a passage and proceeded to the coast, but when twelve miles from Adana shortage of ammunition obliged them to capitulate.

PERSIA AND JAPAN.

London, June 16.
The Persian Foreign Minister Firouz gave a banquet at Claridge's in honour of the Council of the League of Nations. The Japanese Ambassador, responding to the toast of the League, cordially agreed with Minister Firouz in his desire for opening commercial relations between Persia and Japan which were at present most meagre but he was confident they would be increased soon as a result of improved communications.

PRINTING TRADE DISPUTE.

London, June 16.
As a result of the joint Industrial Council of the Printing Trades and Typographical Unions on the 11th they undertook to recommend withdrawal of the strike notices and the embargo on overtime pending a further conference.

BOLSHEVIKS AT ENZELI.

Paris, June 16.
A telegram from Teheran says: The Bolshevik forces which have disembarked at Enzeli comprise a whole army corps and a squadron of seaplanes. They captured sixteen tank steamers and are despatching them to Baku.

RUSSIA DOES NOT WANT CONSTANTINOPLE.

London, June 16.
In connection with the "Times" statement Reuter's correspondent at Copenhagen states that Litvinoff has denied that the Soviet intended to demand execution of the former Treaty, including the Treaty of London of 1915 according to Constantinople to Russia.

LYNCH LAW.

Duluth, June 16.
A crowd of five thousand invaded the gaol and took out and lynched three negroes accused of attacking a young white woman. They then held a court and formally convicted the victims.

NEW ITALIAN CABINET.

Rome, June 16.
The new Cabinet has been definitely constituted. Signor Giolitti is Premier and Minister of Interior, Signor Sforza Foreign Minister, Signor Rossi Minister of the Colonies, General Bonomi War Minister and Admiral Sechi Minister of Marine.

EARLIER TELEGRAMS.

NAURU.

London, June 16.
In the House of Commons on the second reading of a Bill to confirm the agreement between the Imperial, Australian and New Zealand Governments to purchase for three and a half millions sterling the rights of the Pacific Phosphate Company to the phosphate deposits on the island of Nauru (Ocean Island), in the South Pacific for which a mandate is given to Britain occasioned an important debate.

Mr. Leslie Willsden, moving the second reading, pointed out that the island was inhabited by intelligent christianised natives, desiring to remain under British rule. During the peace negotiations and discussions between the Dominions' representatives, the solution was reached that the island should be conducted under the joint control of the Imperial, Australian and New Zealand Governments and the Pacific Phosphate Company, which controlled the islands should be bought out and minerals worked on a non-profitmaking basis as far as the three Governments were concerned.

The Nauru Bill has passed its second reading by 217 to 77, the minority comprising Labourites, Independent Liberals and some Unionists. The attempt to commit the Bill to committee of the whole House, delaying its progress, was defeated by 218 to 57.

DARK AUSTRALIA.

Melbourne, June 16.
The enginemans of the big electric power house work to-morrow.

London, June 17.
The gas strike continues. The companies announce that ample volunteer labour is available and the position is steadily improving. Thousands who were indirectly idled are resuming work.

FEEDING THE GERMANS.

London, June 17.
The "Vossische Zeitung" states that Britain has agreed to deliver 9,500 tons of wheat to Germany in return for cash. A further offer to supply more wheat is made conditional on Germany's purchasing Australian mutton and bacon for cash.

U.S. PRESIDENCY.

Paris, June 16.
The "Matin" says the object of the visit of Colonel House, who is now en route to England from America, is to persuade Mr. Davis, the American Ambassador to Britain, to become a candidate for the Presidency at the Democratic Convention.

BRITISH MILITARY EXPENDITURE.

London, June 16.
In the House of Commons, replying to Mr. Charles Palmer, Mr. Bonar Law said the Government fully realised the necessity of cutting down military expenditure wherever possible. It was not a question of increasing our commitments in Mesopotamia and Persia; on the contrary the Government was endeavouring to reduce them.

SUZ CANAL TRAFFIC.

London, June 17.
The annual report of the Suez Canal Company shows that the number of passages in 1919 was 3986 as compared with 2522 in 1918 and 5080 in 1913. The tonnages totalled 15 (of which 11½ was British) 9¼, and 20 millions respectively.

INTERNATIONAL SHIPPING CONFERENCE.

Genoa, June 16.
An International Shipping Conference has been inaugurated as a section of the League of Nations. Twenty-five countries are represented, including Canada, India and Australia. Delegates also comprised a number of shipowners and representatives of the Seamen's Unions.

JAMAICAN COTTON FOR THE EMPIRE.

London, June 17.
The "Times" states that the Kingston (Jamaica) Legislature has extended preference in cotton goods to the whole of the Empire.

BIRCH FOR PROFITEERS.

Budapest, June 17.
The Minister of Justice has introduced in the National Assembly a Bill providing corporal punishment for male profiteers with a maximum of twenty-five strokes of the birch.

RACING.

London, June 16.
At Ascot although the weather was unsettled the going was good. There was a huge attendance. Their Majesties were present yesterday and to-day. The Royal Hunt Cup resulted: 1, Square Measure; 2, Glammerin; 3, Starshot. Twenty-two ran. Won by three lengths, four lengths between second and third. Betting: 8 to 1 Square Measure, 100 to 7 Glammerin, 10 to 1 Starshot.

PLENTY OF RECRUITS.

London, June 16.
Replying to Mr. Coote, Sir A. Williamson said the supply of recruits for the Regular Army was still adequate.

EX-SERVICE MEN.

POLICY OF THE NATIONAL UNION.

The National Union of ex-Service Men is the second largest and by far the most militant of the organisations formed of those who served in the war. Its policy differs from that of the National Federation of Discharged and Demobilised Soldiers and Sailors in that it includes a definite recognition of solidarity with Labour. The report of its recent annual conference, which has just been issued, clearly illustrates its essentially militant and working class character.

Thus, it "condemns the League of Nations as a League designed not to preserve peace but simply to guarantee the spoils of the conquerors," and pledges itself "to use all its power to assist in the abolition of secret diplomacy and of militarism, and to help to establish a real League of Peoples." It also protested strongly against the Government's Irish policy of arrest and imprisonment without trial, and against the appointment of Mr. Macpherson, in view of his Irish record, as Minister of Pensions. In its resolutions on political and industrial policy, it "reaffirms its faith in the working-class movement in Britain, and declares that the Union will continue to use its full power and influence in the struggle to secure the emancipation of the workers from the conditions of wage-slavery and capitalist exploitation." It "condemns the carrying on of industry for private profit," and "strives for the reconstruction of our industrial system on basis of the ownership of land and capital by the community, and the control of the industrial machine by the workers jointly with representatives of the organised public."

It also endorsed the affiliation of the Union to the recently formed International Bureau of Ex-Service Men's Organisations, which is a pronouncedly anti-militarist body, whose main object is "the taking of definite measures, whereby ex-service men of all nations can combine to prevent further wars between people and people." Each national organisation affiliated to the Bureau retains its autonomy in determining its own policy. The most interesting of the more domestic decisions was the unanimous agreement to admit women, including both ex-service women and wives and widows of ex-service men, to membership of the Union.

ALLOTMENTS OR BOWLING GREENS?

Some time ago the Preston Town Council approved a resolution of the Parks Committee to give notice to quit to 17 allotment-holders on Waverley Park in order that the land may be used for the making of two bowling greens. At the last meeting of the committee a deputation from the allotment-holders urged that the making of the bowling greens should be deferred for two years so as to give a longer time for alternative allotments to be provided for the displaced holders. The committee, however, decided not to defer the making of the bowling greens. At a recent meeting of the Town Council, Councillor Wood, chairman of the Allotments Committee, moved that the minutes be referred back, urging that it was a wrong time to think about converting allotments into bowling greens. The plots in question would produce £300 worth of vegetables in a year and provide vegetables all the year round for about 90 persons. By 16 votes to 7 the Council decided to refer the matter back to the committee.

NOTICES.

CONSTEED

Announcement of New China Office

In order to give customers in the Orient quick, convenient, and dependable service, we have opened a new branch office at Nantung Building, 22 Kiukiang Road, Shanghai.

This office is in charge of Gilbert L. Robinson, who comes to Shanghai with an intimate knowledge of manufacturing conditions and every facility of leading American Steel Manufacturers for assisting users of all iron and steel products.

As our Member Companies' annual ingot producing capacity is in excess of 12,000,000 tons annually, we are in position to handle the largest requirements as well as to quote fair prices.

Inquiries should include exact specifications, giving quantities desired, particulars as to size, weight, packing, country of destination, etc., and purposes for which the materials are required.

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Say Francisco, Seattle, and New Orleans; Montreal and Toronto; St. John's, Newfoundland; Mexico City; Havana; Managua; Bogota; Rio de Janeiro; Buenos Aires; Lima; Santiago and Valparaiso; London; Copenhagen; Christiania; Barcelona; Milan; Johannesburg; Calcutta; Shanghai; Sydney; Wellington.

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DOINGS OF THE DUFFS

Olivia Adds a Little Color to the Seance.

BY ALLMAN



PICTORIAL SUPPLEMENT.

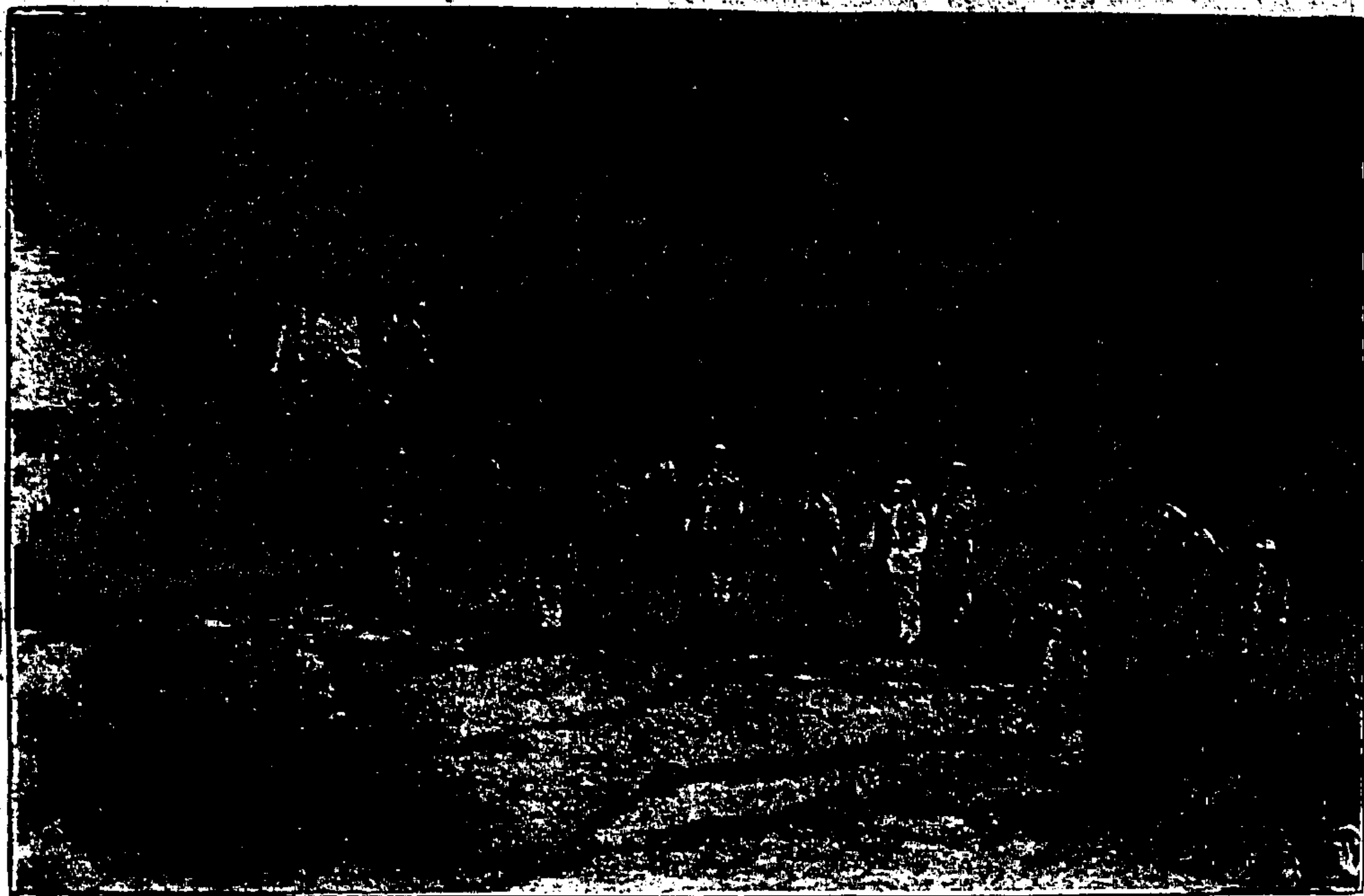


Photo: Mrs Cheong.

Scene at official landing of H.R.H. the Crown Prince of Roumania, at Blakely Pier.

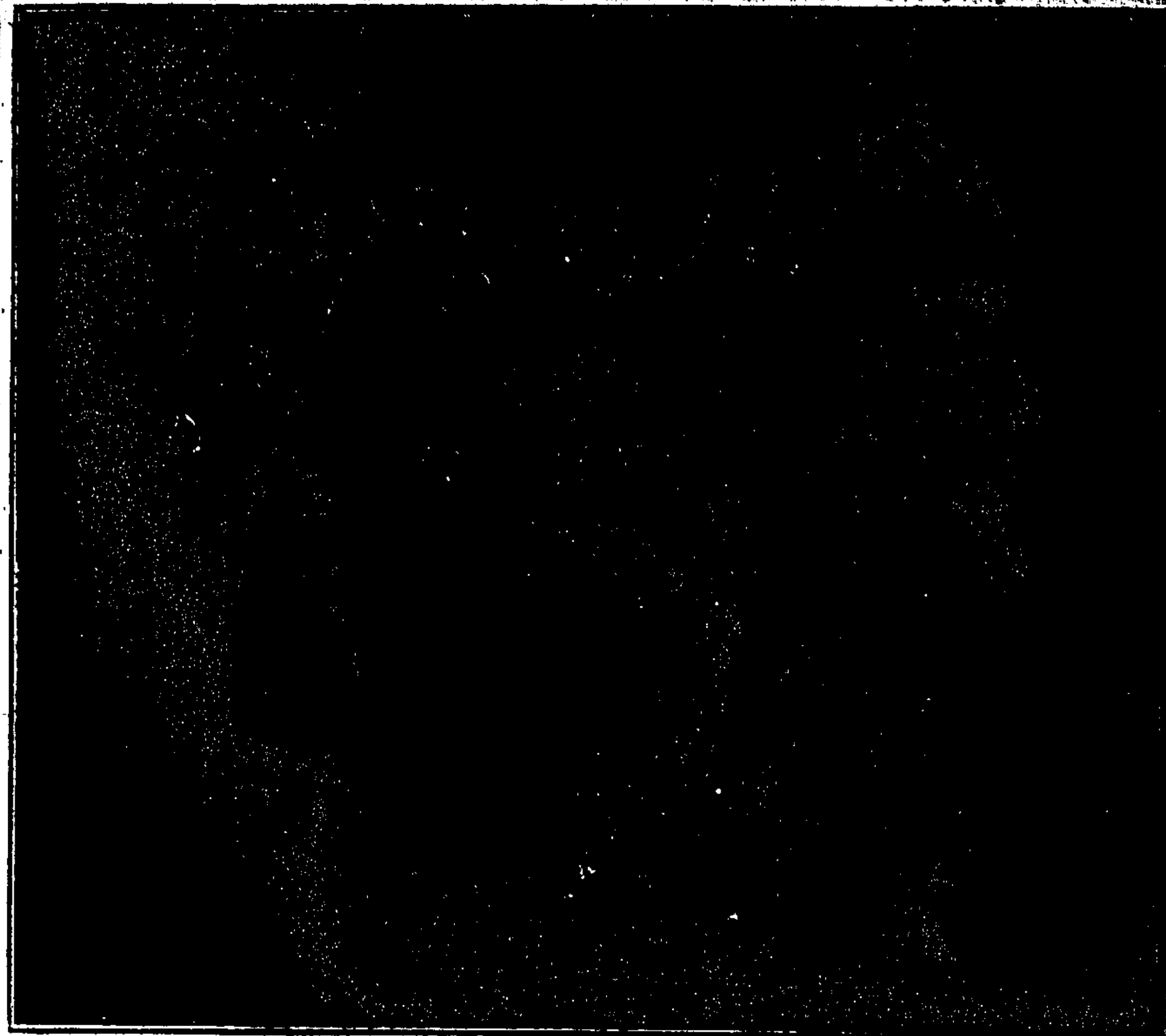


Photo: Mrs Cheong.

Group taken at the wedding of Mr. Henry Krebs and Miss B. D. Wager.

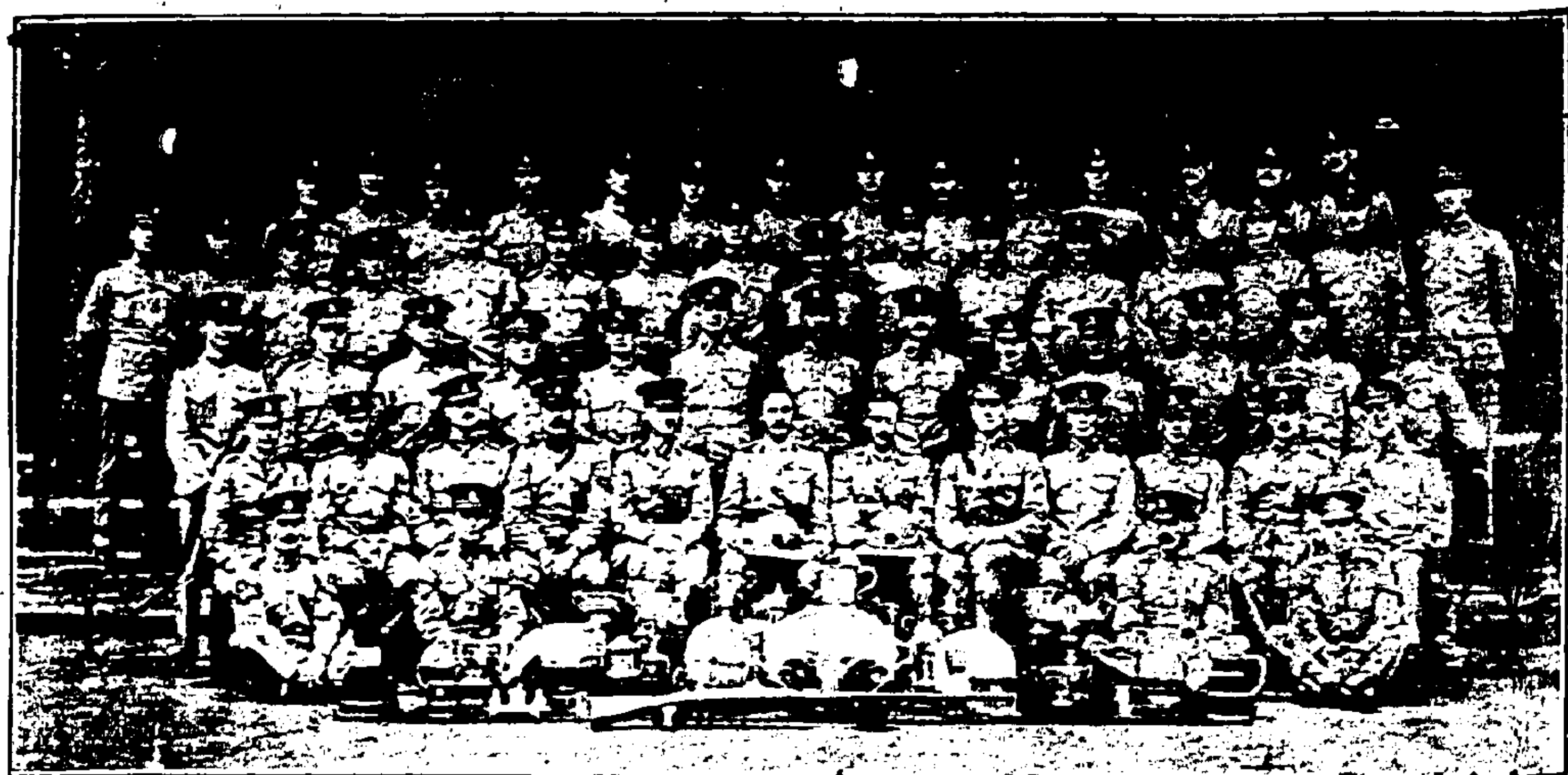
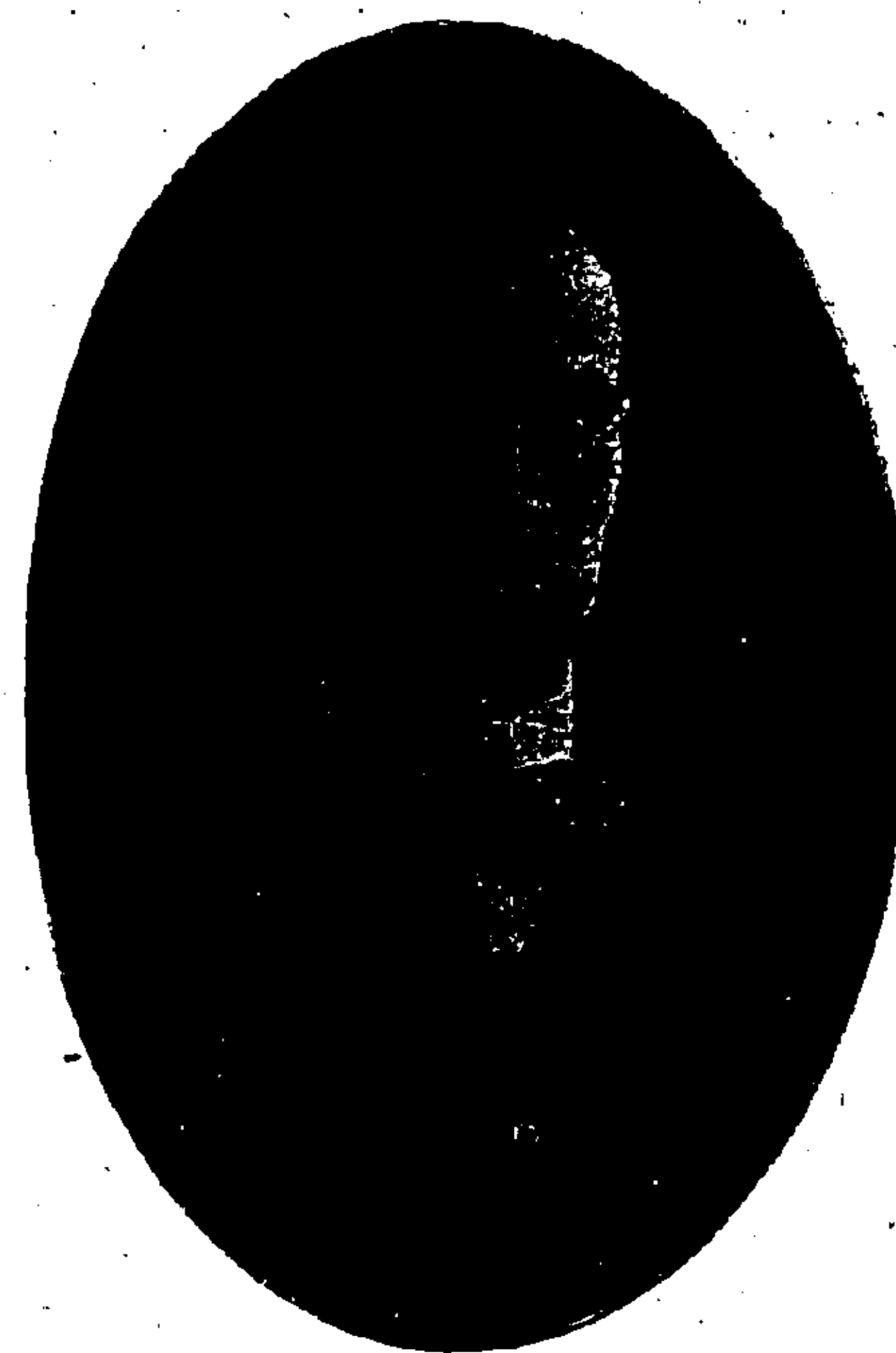


Photo: Mrs Cheong.

Sergeants of the 2nd Battalion Wiltshire Regiment. The Officers are Lieut. Col. Wyndham (in command) and the Adjutant, Capt. Beckley. The trophies in the foreground were won in sports in all parts of the Empire.



The late Mr. G. W. Gegg.



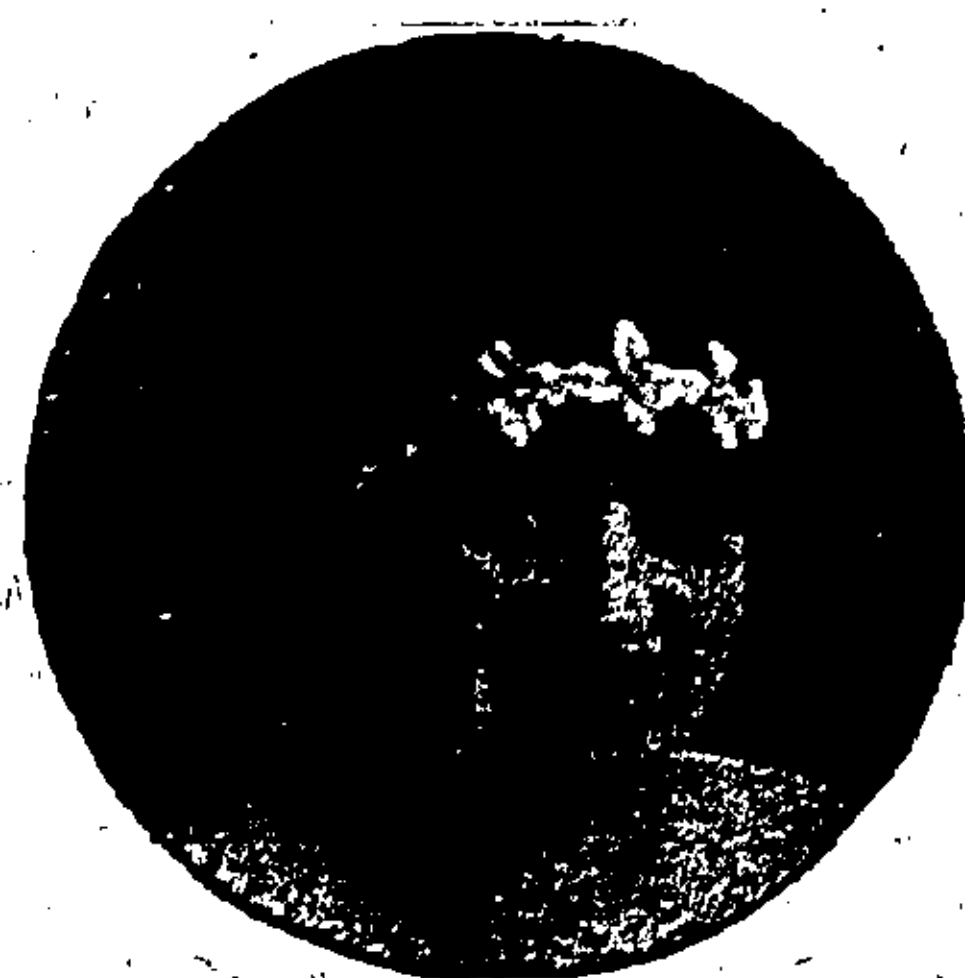
Louise Meadows.



Dorothy Faye.



Rosina Ward.



Marcelene Boulais.

A few of the Principals of the popular Humphrey-Bishop Comedy and Operatic Company who are paying Hongkong a return visit next week.



Photo: Tientsin Press.

Belgian troops who have recently arrived in Tientsin.

